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**THE COLONIAL SYSTEM.**

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**STATISTICS**

OF THE

**TRADE, INDUSTRY AND RESOURCES**

OF

**CANADA,**

AND

**THE OTHER PLANTATIONS**

IN

**British America.**

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BY HENRY BLISS, ESQ.

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THE  
COLONIAL SYSTEM,  
&c.

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To plant vacant countries, acquired by conquest or discovery, to afford and exact mutual advantages, for their productions in our markets, and in theirs for our manufactures, and thus to create new and independent means of supplying our wants, multiplying our population, and extending our power, is, and for nearly two centuries has been, the Colonial System of Great Britain; with various modifications, indeed, and occasional exceptions, bounties and prohibitions having now, in general, given way to such protecting duties as are sufficient for securing a decided preference to native industry, and at the same time, by dread of foreign competition, exciting to the utmost, invention, frugality, and exertion.

An opinion, however, seems to be prevailing, that this system is founded in error, unapproved by experience, and supported only by prejudice and self-interest; in illustration of which position, no example is more frequently cited, than the trade and condition of the North American colonies. There are, who believe this doctrine exceedingly profound; there are, to whom it seems as fallacious and superficial. The present is not an attempt to solve the controversy, but rather to urge and aid inves-

tigation, as far, at least, as relates to the example just mentioned, the trade of the northern plantations in British America. The situation of these provinces is now becoming, in many respects, extremely critical. Internal dissension, which seems inseparable from the constitution of their government and society, has, probably from recent changes in this and neighbouring countries, received a new impulse, and been carried, in some parts, to an unusual extremity. Claims are also advanced in that quarter by foreign powers, to dominion of land and water, utterly subversive of British interests; some of which claims are already asserted by force, and others, it is feared, may prove still more successful through unequal compromise. In this country, at the same moment, the whole Colonial System is threatened with abandonment, and the staple trade of the Canadas seems first destined to be put without the pale of protection. ~~Yet~~ the natural advantages of those colonies have of late been made so much better known, and more available; their population has been so rapidly augmented by a tide of emigration, diffusing industry and capital throughout their forests; the resources of the country have been so far developed, and means of communication so greatly improved; that if the present system of Colonial policy could be maintained, a very few years must witness an immense advancement in that career of prosperity, which is just opening to those possessions, and would demonstrate their value to be as the right arm of power and wealth to the British empire.

It is, therefore, the more desirable, at the present moment, to ascertain the position in which those dominions, commonly called The Canadas, now stand; and as far as relates to their trade, industry, and resources,



such is the object here proposed. In which pursuit, though there is far less reason to be satisfied with the information within reach, than to regret what seems unattainable, enough may still be collected to create surprise and deserve consideration. The opponents of Colonial trade and policy cannot be too well informed of what it is they are about, and what the magnitude, the dependance, and the importance of that, which they are seeking to destroy. They may better learn to estimate the responsibility they have undertaken, and perhaps begin to doubt, whether it be so certain, that the system they would substitute will produce results equal to what they would supplant. The statistics here collected may also serve as a point of comparison, both with the past, and the future. With the past, they present proofs of increase and prosperity rarely exceeded in any country; with the future, they will exhibit, what it concerns those, who are to direct their trade, and industry, and destiny, to consider. That the Canadian provinces will become a rich, populous, and powerful country, is certain. No minister, no policy, can prevent that. But whether that wealth, and population, and power, shall be British, is for the wisdom of Government and Parliament to determine. May it not be hoped, that the new constituents, and their representatives, who have now succeeded to power, will make it a point of honour and of pride, not to suffer the empire of their country to receive any detriment under their authority, not a single island to be lost, not one colony severed, not an inch of frontier or of fishery usurped, nor any source of wealth or industry to decay; lest it should be written to posterity, that a Reformed Parliament knew not even to sustain and preserve that greatness, which the Borough-

mongers had been able to acquire? What policy will be henceforth pursued, or what will be made of the Colonial, as of other the British dominions, is indeed uncertain; but of the Canadian Provinces, as now delivered into the hands of new rulers, the commercial condition and resources, and the effects and advantages of the Colonial system, are here to be reviewed.

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## POPULATION AND EMIGRATION.

The first act, and principle, of Colonial economy is emigration, and the vast extent of unoccupied lands, the fertility of their soil, conveniency of situation, and salubrity of climate, in the northern plantations, taken in conjunction with the superabundant population and want of employment in the United Kingdom, present one of the most obvious and important advantages of the policy and empire of Great Britain.

The whole superfice of the British dominions in this quarter is computed to comprehend about 3,400,000 square miles of land, of which not more than 126,500 have as yet been explored. The number of acres occupied or granted amounts to about 27,000,000. Of these, 4,000,000 may be cultivated, and are peopled with upwards of 1,200,000 inhabitants. Twenty-three million acres of crown lands, and it seems as many more of private property, are available for immediate culture, and settlement by emigration. More particular details of the increase and condition of those resources are exhibited in the following Tables.

*Account of the number of Acres of Land granted and ungranted in the North American Colonies.\**

	Granted	Cultivated,	Granted and Uncultivated.	Ungranted and Uncultivated.	Total, available for immediate Cultivation and Settlement.
Upper Canada	8,602,420	1,032,956	7,569,464	5,500,000	13,069,464
Lower Canada	10,603,709	2,065,913	8,537,796	5,500,000	14,037,796
P. E. Island	1,380,700	138,070	1,242,630		1,242,630
Newfoundland					
N. Brunswick	2,000,000	200,000	1,800,000	11,000,000	12,800,000
Nova Scotia	4,750,098	475,009	4,275,089	1,000,000	5,275,089
	27,336,927	3,911,948	23,424,979	23,000,000	46,424,979

*Census of the Population of the North American Colonies in the Years—*

	1784.†	1811.	1817.	1824.	1825.	1827.	1831.	1832.
Upper Canada ..	10,000	77,000		151,097			234,865	257,814
Lower Canada ..	113,000				423,630		511,917	
Newfoundland ..	10,701							
P. E. Island	32,000		82,053	74,176		123,848		
New Brunswick								
Nova Scotia								
Cape Breton						20,000		

\* The number of acres granted is taken from official returns; the culture of Lower Canada, from the census of 1831. The culture of Upper Canada is computed at one-half that of the lower province, such being very nearly the proportion of population. Of Newfoundland, all accounts of this nature are omitted, as no accurate data can be obtained, and estimates heretofore made have proved very erroneous. The culture of the other provinces is assumed to be one-tenth of the lands granted. The quantity of crown lands available for immediate settlement, is taken from the official inquiries and report of Mr. Richards.

† The numbers for the year 1784 appear to have been calculated from very authentic data, and are generally considered as an accurate account. The census for the other years was by actual enumeration, with the exception of that for Upper Canada, in 1811, which was collected from data given in the returns of assessment.

“The number of people residing throughout the island of Newfoundland was 10,701 in the year 1784. In 1789 they were increased to 19,106;

*Estimate of the Population in 1806 and 1832.*

	1806.	1832.
Upper Canada .....	70,000	287,000
Lower Canada .....	250,000	542,000
Prince Edward's Island ....	15,000	35,000
Newfoundland .....	40,000	75,000
New Brunswick .....	35,000	100,000
Nova Scotia and Cape Breton	70,000	165,000
Total.....	480,000	1,204,000

This estimation cannot, it is conceived, be thought at variance with the preceding Table, nor will the increase here exhibited be considered improbable, after the Table which is to follow.

*Number of Emigrants from the United Kingdom to the British North American Colonies during the last twenty years.*

	England.	Scotland.	Ireland.	Other parts.	Total.
1812 to 1821	23,783	19,971	47,223		90,977 (a)
1822, 23, 24					27,291 (b)
1825					9,097 (c)
1826					12,813 (a)
1827					16,862 (c)
1828					13,907 (a)
1829	3,565	2,643	9614	123	15,945 (c)
1830	6,799	2,450	18,300	451	28,000 (c)
1831	10,243	6,354	34,133	424	50,254 (c)
1832	17,731	4,379	27,631	164	49,905 (c)
					315,056
Emigrants to the Lower Ports, not included in the } above, for the years 1825, 27, 29, 30, 31, 32. }					36,000 (d)
					351,056

and in 1791 they were reduced to 16,097. The greatest quantity of land in cultivation during this period was 8034 acres, in the year 1785, when only 10,244 people wintered on the island; and only 4299 acres in 1789, when the population was at the highest."—*Macpherson*.

(a) Parliamentary Returns.

(b) Estimated upon the average of the ten years preceding.

(c) Colonial Returns of Quebec alone.

(d) Estimated at 6000 per annum.

The question, how many of these emigrants have passed over to the United States, has been often asked, and as variously answered, but seems generally believed to have formerly exceeded one half, and been latterly less than a fourth. But as neither the voyage from the United Kingdom to Quebec, nor the journey from Quebec to the western districts of the United States, is shorter or cheaper, than by way of New York, it would be singular if many emigrants, whose destination was to that country, should prefer the longer, dearer, and perhaps more perilous route. Some American statistics will contribute much to a better solution of this question. By their last census it appears that there were in the United States but 53,655 foreigners not naturalized. As no foreigner can be naturalized until he has resided there five years, supposing all who arrive were naturalized as soon as possible, and that transient persons are not included in the census, still the numbers of emigrants and settlers for a period of five years past could not have exceeded 53,655, which gives an average of 10,731 annually. The American returns of customs show the average of strangers arriving by sea during the last twenty years to have been about 7500, nine-tenths of whom are from the United Kingdom.\* This would reduce the number who go over through Canada, to about 3231 persons; and though colonial accounts make this number greater, yet the emigrants, who go out through the United States into the colonies will probably equal this difference.

\* Hinton's United States.



*Destination of the Emigrants arrived at Quebec  
in 1830.*

For Lower Canada . . . .	17,500
Upper Canada . . . .	26,500
The United States . . . .	6,254
	50,254

*Number of Emigrants, and Places of their Departure and Destination, arrived  
at Quebec in the year 1832.*

Whence.	Emigrants in- tending to settle in Lower Canada.		Emigrants in- tending to pro- ceed to Upper Canada.		Emigrants in- tending to pro- ceed to other parts.		Total.	Total.	Total.
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	
England.	1,601	1,033	8,901	6,196			10,502	7,229	17,731
Ireland.	2,113	1,512	14,156	9,829	12	9	16,281	11,350	27,631
Scotland.	936	739	1,546	1,136	12	10	2,494	1,885	4,379
Other parts.	82	82					82	82	164
	4,732	3,366	24,603	17,161	24	19	29,359	20,546	49,905

Upon the whole, therefore, as parliamentary returns upon this subject are known to be very defective, and the Colonial accounts are limited to Quebec, and are even thought below the full number landed there, the emigrants included in those statements, who have gone over to the American territories, are not probably more, than those not included, who have remained in the



British provinces, having either arrived at the lower ports, or entered Canada through the United States ; so that the whole, who have settled in the Colonies during the last twenty years, may be fairly set down as above 300,000 souls.

Of a truth, the greatest events, whether in the political or natural world, are not always those, which make the greatest noise, or engage most attention. The scene of these transactions is remote, the circumstances detached, no observation can comprehend them, no description represent, and few have the imagination to conceive the real nature of what the figures foregoing attest. But if justly considered, there has not occurred in the Colonies, nor perhaps in the United Kingdom, during the last two years, an act more worthy of wonder and praise, for the boldness of enterprise, and importance of results to the British empire and the human race, than this voluntary, fortuitous, unassisted, and unexampled, emigration. By gradual and silent, but constant and increasing progress, this operation has been going on, till effects are now produced by it in one year, which formerly required half a century to accomplish. Colonies are planted or augmented, the foundations of a mighty people are laid, the wilderness is made to blossom like gardens by the river side, and the wild and fertile regions of the earth are subdued yearly and daily, and replenished with industry and enjoyment; and yet there is room. Although there are among us some, who, as if afraid to trust the Great Author of Nature with the administration even of this single planet, contend that he has made for it laws of

human propagation incompatible with those of human subsistence, and that the increase of population is at variance with the capabilities of the physical world. There are some, who, with these facts before them, would ~~rather~~ have us renounce obedience to the first and great commandment both of nature and revelation, rather than the faith of their own dogmas. And there are others, who talk of the burthen of Colonies, and propose to cast off the incumbrance, apparently because the grand circumstances, in which they find them, exceed their capacities, or disagree with their theories. While such persons have been exceedingly industrious in reviving either a theory of commerce, agitated in the seventeenth century, but in terms so intelligible it was speedily exploded, or the error of a far older fallacy, (Achilles and the Tortoise,) the converse of whose foot-race is now applied to population and subsistence; while these disputants have been endeavouring to increase our industry by lessening its objects, and by employing foreign labourers, give subsistence to our own; while they have made it evident that the arithmetical progression can never keep pace with geometrical, and have only left it doubtful whether there be in this any analogy to the increase of mankind and their sustenance, or, if any, whether it be such as assumed; in the mean time, three hundred thousand persons, like the philosopher of old, have cut short the controversy, by rising up and migrating, where they have found no lack of employment, and have created abundant subsistence and wealth. Within even two years above 100,000 of our countrymen, finding themselves a burthen and a care in these kingdoms, have had the fortitude and enterprise to rise up and abandon

their native seats, to pass an ocean, enter upon the unknown and untrodden forests of Canada, and have there formed the nucleus of a great community, have planted the germs of towns and villages, and of all the arts and comforts of civilized life. The child who, born at this season, shall be so strong as to come to four score years of age, will live to know the descendants of these emigrants have multiplied in happiness and plenty to the number of several millions of souls. Yet the lands they are there tilling will in one year give them thirty for one; and the cod fish, to which, as was said of swine, nature seems to have given life as a kind of salt to preserve them for the food of man, will reproduce more than nine millions successively, and come in shoals with its fry on to the shores, and into the nets of the fishers; and the forest in which they dwell may, by an axe and a saw, be converted into, or exchanged for, the beautiful textures of England, and all the luxuries of the tropics and the East; but neither their forests, nor their fisheries, nor their agriculture, have been made available or exchangeable, nor even the country habitable, by any other system than the Colonial.

Let these circumstances be viewed as merely a relief to the surplus and suffering labourers in this country, and the immediate and pecuniary benefit, which can be told and counted, will appear less important indeed, but perhaps more attractive to the tastes of some economists. Three hundred thousand emigrants in twenty years give an average of fifteen thousand annually. Had these remained in the United Kingdom, they must either have been supported at the public cost, or have displaced as many labourers, who would have had

no other resource, than charity, want, or crime ; unless, indeed, it can be shown in what one branch of industry here, the while, supplies of labour have not exceeded the demand. The subsistence then of this number, at five shillings a week, or 195,000*l.* a year, (if the average lives of such persons as usually emigrate may be taken at thirty years,) would be worth the price of 3,315,000*l.*, which, multiplied by the twenty years, equals a capital of 66,300,000*l.*

These things put together are great and marvellous events, to have effected, or advised, or contributed to, which would transmit to posterity the name of any Minister as the benefactor of his country and mankind ; as, to have misunderstood the nature, and importance, and mistaken the cause and dependence of this movement, would prove the last misfortune to his fame. These are certainly great events, and great interests, on which not only millions unborn are deeply dependant, but millions in existence, for such are the numbers of the present generation, who either have already emigrated, or may hereafter emigrate, or remaining at home be benefited by the removal of others. And if these classes, both at home and in the Colonies, possessed that organ which they ought to have, in the feeling and conviction of all public men, but which they, being unassociated with any sect or faction, unhappily have not, the voice of their complaint against the measures, which are impending, would perhaps be raised to those who govern their industry and destinies, and their case stated in some such manner as this :—

‘ We are many, poor, industrious, and loyal men, ‘ who desire nothing better than to work hard while

‘ we are strong, that we may eat and not die, for  
‘ unless we get food, we shall not long have strength to  
‘ work. But, as we can find no employment here, or  
‘ so little as to promise nothing but alms or want, we  
‘ have resolved, not indeed to abandon our country,  
‘ but to emigrate to her Colonies, where, holding the  
‘ same allegiance, and enjoying, as we hope, the same  
‘ protection, we shall find the best means and materials  
‘ of producing precisely the very things which are most  
‘ wanted at home. There we have before us a rich and  
‘ almost interminable forest, covering an equal extent of  
‘ the best of soils. At home you demanded of us wood,  
‘ but the land was all devoted to more profitable cul-  
‘ ture: you demanded corn, but the land could not  
‘ produce a sufficient supply: now we can give you  
‘ abundance of both. Let us in Canada be your hus-  
‘ bandmen, and the hewers of your timber, and the  
‘ sawyers of your deals. We are told, that you have  
‘ some unwillingness to give us this work, because the  
‘ Danes or Poles will do it cheaper. Is it then the  
‘ same thing, whether the woollens, cottons, and other  
‘ manufactures you give in return, clothe their backs  
‘ or ours? Do not take the raiment from your chil-  
‘ dren, and cast it to the Danes. We do hope and  
‘ trust you will give us the refusal of this labour, if  
‘ indeed we are still British subjects, and members of  
‘ the same community. The Poles, they say, will do it  
‘ cheaper: but will the Poles receive your poor emi-  
‘ grants, and give them employment and lands? Will  
‘ the Poles not only work, but fight for you? Will they  
‘ identify their industry, wealth, lives, and independence  
‘ with yours? But the Poles will not do it cheaper, if



‘ this is to be paramount to all other ties and interests,  
‘ they cannot do it cheaper, than we are willing, than we  
‘ are endeavouring, to do ; only they are nearer to your  
‘ market, and carry thither at less cost. But you cannot  
‘ wish to see your shipping supplanted by theirs, or your  
‘ seamen depressed to the same condition. We seek no  
‘ monopoly ; we ask only for preference and protec-  
‘ tion ; under which you, instead of paying dearer, have  
‘ created by your Colonies such a competition, that wood  
‘ was never before supplied to you at so low a profit, nor  
‘ probably could be under any other regulations. Your  
‘ manufactures are here indispensable requisites of ex-  
‘ istence. Do not drive us to attempt making them for  
‘ ourselves. We have wood and corn ; we can raise  
‘ seeds, and tobacco, to give you in return. Exchange  
‘ labour and productions with us, instead of foreigners  
‘ and rivals. So shall all things abound to all, both of  
‘ you and ourselves, and not only in peace, but also  
‘ during wars, wherein almost half the age of men and  
‘ nations appears to be consumed ; and so shall happi-  
‘ ness and content follow us, and remain and abide with  
‘ our fellow-labourers at home, knowing that ill-required  
‘ or vainly-solicited employment are no longer their fate  
‘ and prospect, but that the Colonies will at once in-  
‘ crease the abundance of food, and the materials and  
‘ the demand for labour, and at the same time diminish  
‘ the number of hands to work and of mouths to be  
‘ filled, and that the poorest may look forward to emi-  
‘ gration as a good provision for their children, through  
‘ centuries to come.’\*

\* The provincial legislatures have lately, by recommendation of the Colonial Department, been induced to impose a capitation tax upon all who emigrate to the northern Colonies, if with the consent of Government, of 4s.6d.



Such are the wants and prayers of the emigrants; such their number and importance, and such the in-

and if without, of 9s. per person. It is a very serious and important question, whether this measure be either constitutional, or even legal. Restrictions so imposed appear inconsistent with the relations of Colony and Mother Country. Great Britain, it is conceived, did not win and so long defend and foster such possessions, by her arms and policy, for those only of her subjects there planted or adopted, to the exclusion or restriction of her metropolitan children, but to be the common and unclosed asylum to all in the United Kingdom, who might seek to better their condition by emigration. The tax seems also contrary to the spirit and even to the letter of the stat. 3 Geo. 4, c. 119, s. 29, which provides, that no acts of Lower Canada, whereby any duties are imposed on articles imported by sea, "*or whereby Upper Canada may be directly or indirectly affected,*" shall have the force of law, until the same be laid before parliament thirty days previous to the royal assent's being given. The tax is considered oppressive; it is levied upon poverty and misery, from the class least capable of paying it, and at the moment the money is most wanted to alleviate distress or encourage exertion. It is an unequal tax: the pauper is required to pay the same sum as the emigrant with capital. The tax is impolitic: it tends to check emigration, and divert it from British Colonies to foreign states: it tends to impede and prevent the planting and reclaiming the earth, of which nearly a sixth part is yet unpeopled; and to keep up that excessive population in Great Britain and Ireland, which has been the source of so much suffering and crime, and to the diminution of which, by the extraordinary emigration of the last two years is, perhaps, to be mainly imputed the tranquillity here enjoyed during an epoch of unexampled excitement.

The objections to this tax are so many, great, and obvious, that it could never have been imposed without a very urgent and specious purpose. That purpose was to provide a fund for the relief of such emigrants as were landed in the Colonies in disease and destitution. A most laudable purpose undoubtedly and a most necessary. What then is the cause of complaint? That the means devised greatly exceed the end; and that the same end might better have been attained by other means. The whole number of emigrants landed at Quebec in 1831, was upwards of 50,000, and there was then, and is now, every reason to believe, that the number in future years will not be less than 80,000. Assuming one half of them to be subject to the lesser charge of 4s. 6d., and the residue to 9s., the whole amount col-

crease of population in the country, to which they go for employment and settlement. See next what they

lected will exceed £27,000. There is no reason whatever for supposing that such a sum could be required. Emigrants, to the number of 25,000 passed through Prescott, in Upper Canada, during the year 1831. Many of them being diseased, and otherwise chargeable, were relieved by the parish, which consequently applied to the Provincial Parliament for aid. The sum of £250 was all that was given, and all that was asked. Seven thousand emigrants, says a Canadian paper of 28th May, 1832, have already landed. Of these, the number relieved by the Emigrant Society has not exceeded 68; and the expense of their relief has been under £15 currency, or about 5s. per person. This happens to be exactly the amount of the lesser tax, 4s. 6d. The whole number relieved at Montreal during 1832, a season of pestilence and extraordinary distress, was 10,244, and the whole expense of their relief 4s. 3d. currency per person, or 3s. 10d. sterling. Striking examples these of the wisdom of a law which proposes to make provision for the poor, by taxes that increase their number and poverty, and to extort from misery a fund for its relief. The whole sum expended in Lower Canada during 1832, from the fund created by this tax, was £6,105 currency, the whole collected was £6,605; many emigrants having arrived or embarked before the law took effect. The relief required in future years will, probably, never be so great, as during the ravages of cholera, yet the sum levied may exceed four times that amount.

The inhabitants of Upper Canada, a province fast filling with thousands of British emigrants, and capable of receiving millions, are loud and unanimous in their complaints against this imposition. The whole commercial interests of the other provinces regret and deplore both the principle and amount of this tax. The emigrating classes in this country, the persons most interested, seem not to understand the nature of an infliction so distant, or to want a friend and organ to make their remonstrances heard. Taxes upon knowledge find no lack of assailants; there is no dearth of long speeches from those who seek to commute taxes upon prudence apparently by taxes upon patience: theories, abstractions, and predictions of national wealth and improvement are rife, and the dupes they have made still more abundant: the interest of consumers is defended with much eloquence by those, whose only share in the labours of society is consumption and elocution: duties upon costly wines of foreign production are abated, to the great relief of the crapulous classes: even a large revenue can be hazarded

will there find to do, and what resources that country offers, and what advances it has already made in commerce and production.

The industry of the colonists is principally engaged in agriculture, fisheries, mines, and the forests; in exporting the produce of which to the United Kingdom, and other British possessions, and to some foreign countries, and in importing thence, in exchange, the various requisites, whose growth or manufacture is ill suited to the climate or condition of these plantations, consists their trade, and the employment it gives to British shipping. Under each of these, and some other heads, separately, shall here be exhibited, such facts and statistics as have been collected from official documents, public prints, or private sources of authentic information.

to promote the increase of tobacco-smoke; but emigration, a question of no supposititious facts, or disputable consequences, but solved by experience, and demonstrated by statistics, the means of greatest relief to those in the utmost need, means of multiplying at once both production and producers, the requisites of existence, and the numbers who exist; emigration has so little attraction for economists, that a tax to restrict and embarrass it, is viewed with indifference, and an alteration of duties to destroy it, is hailed with applause. Emigration has the fault of being connected with, and dependent upon, the Colonial system. It is the sacrifice of Abel, accepted of God, and prospered mightily, and naturally regarded with aversion by those, whose offering, though far more costly, has been blessed with no such results. Whatever may be the merits of that sect there is one thing, at least, in which they are wofully deficient, success, save only in the number of converts, who either assent to a specious epithet, without inquiry into facts, or, perplexed with abstractions, profess themselves convinced.

## PRODUCE OF THE FORESTS.

THE most important object of industry, as the first and most striking feature in the appearance of the country, is the forest, the lofty, thick, and unmeasured forest ; all unplanted by the hand, and most part untrodden by the foot of man, and where, without having strowed or sown, he has only to enter and reap, and gather in, what nature, through many years, has been so bountifully preparing for his use. It is the benevolent supposition of some naturalists, that whatever changes have taken place in the formation of the globe, were such as necessary to render it fit for the habitation of man ; and certainly the wisdom and kindness of such a Providence is evidently to be recognized in its latest work, of clothing this portion of the new continent with such continued groves of tall and massy trees, so congenial to the subsistence of the human race, in its earliest stages, and so favourable to the succeeding introduction of the arts and discipline of civilized life. For even the wild animals, harboured in the woods, are those whose flesh is very grateful to the taste, and whose furs and skins are useful for the raiment of men ; and beside the trees whose fruits are esculent, there are others distilling juices sweeter than the sugar canes of India ; and these things, which were articles of necessity to the savage, continue, and even become more valuable, as luxuries, to the rich and refined society, while of all materials for manufacture, none

is of such primary and universal use as timber, which, even when consumed to ashes, ceases not to be convertible to the wants and comforts of mankind.

In the present, as in all similar investigations, it is unfortunate, that more extensive or accurate information of the whole trade and industry of a community can rarely be procured, than what is found in the Custom-House returns of exports to other countries. The science of political economy, which, like other inductions, ought to be founded on a thorough collection, analysis, and comparison of facts, has, as yet, been principally concerned in the invention of theories and abstractions, with scarce any other sources of information or proof, than the returns of revenue, population, and maritime trade. That which is generally of most importance, internal commerce and production, being least known, is least regarded. In the northern colonies, two of the necessities of life, shelter and fuel, are almost entirely supplied from within their own woods; the amount of that industry, however, must be left to conjecture: but for food and clothes, and their many comforts and refinements, the forests are now almost useless except by intercourse and exchange with distant countries. The extent and value of those exchanges are shown in the succeeding accounts.



*Produce of the Forests exported to all parts in 1830.*

	Ashes.	Deals, Cords, and Battens.	Deals, Plank and Boards.	Hand- spikes.	Hoops.	Lath- wood.	Masts and Spars.	Oars.	Poles, Treenails &c.	Shingles.	Staves.	Timber.
	Barrels.	No.	Feet.	No.	No.	Cords.	No.	No.	No.	No.	No.	Tons.
Quebec .....	45,921	1,817,964	723,034	22,180	146,360	1,316	2,665	11,867	2,000	56,040	6,392,215	186,277
P. E. Island.....	—	—	75,600	—	—	268	420	—	—	279,600	78,600	7,816
St. John's, N.F.L.	—	—	19,993	48	29,100	—	206	2,150	1,663	—	32,568	—
St. John's, N.B. . .	—	—	19,205,000	2,333	—	4,717	4,222	7,568	3,782	3,668,460	505,277	232,515
St. Andrew's . . . .	—	—	15,596,200	—	2,000	581	496	805	3,000	11,023,500	1,420,100	25,700
Halifax .....	—	1,115	9,876,000	2,057	293,000	616	1,322	1,737	2,080	2,979,000	3,661,200	26,182
	45,921	1,819,079	45,493,827	26,618	470,460	7,498	9,331	24,127	12,525	18,006,600	12,089,960	478,490



*Produce of the Forests exported to all parts in 1831.*

	Ashes.	Deals, and Battens.	Deals, Plank, and Boards.	Hand-spikes.	Hoops.	Lath-wood.	Masts and Spars.	Oars.	Poles, Treennails &c.	Shingles.	Staves.	Timber.
		No.	Feet.	No.	No.	Cords.	No.	No.	No.	No.	No.	Tons.
Quebec .....	49,915	1,877,015	10,180	15,100	189,000	1,918	2,643	14,891	16,372	51,200	5,589,816	227,065
P. E. Island.....	—	—	275,643	—	—	248	570	—	—	259,200	64,331	6,401
St. John's, N.F.L.	—	—	19,511	—	36,400	8	8	978	110	—	29,000	—
St. John's, N.B. ...	—	—	21,782,500	1,159	—	3,950	2,920	5,524	8,143	4,336,800	302,367	186,913
St. Andrew's	—	—	15,557,500	—	250	573	—	1,086	3,122	7,126,000	177,750	16,942
Halifax .....	—	—	8,833,000	2,300	228,150	228	642	3,316	578	3,042,000	2,863,200	33,261
	49,915	1,877,015	46,278,334	18,559	453,800	6,925	6,783	25,795	28,325	14,815,200	9,026,464	470,582

*Value of the above Exports in 1831.*

					£.	s.	d.
Ashes.....	30,153 barrels=131,875 cwt.	3 qrs. 13 lbs.	Pot,	32s. 6d.	214,298	5	8
	19,763 — = 68,471 —	1 —	Pearl,	35s.	110,829	18	9
Deals.....	1,753,546 3-inch, 120s. per 100	.	.	.	105,212	15	4
	123,469 deal ends and battens, 30s. per 100	.	.	.	1,851	0	0
	46,278,334 feet boards, planks, and deals, 50s. per 1,000 feet	.	.	.	115,695	16	0
Handspikes.....	18,559, 1s.	.	.	.	927	19	0
Hoops.....	453,800, 10s. per 1,000	.	.	.	226	18	0
Lathwood.....	6,925 cords, 20s.	.	.	.	6,925	0	0
Masts and spars.	6,783, 100s.	.	.	.	33,915	0	0
Oars.....	25,795, 2s.	.	.	.	2,579	10	0
Poles, &c.....	28,825, 3d.	.	.	.	354	1	3
Staves.....	1,372,648 standard, 30l. per 1,200	.	.	.	34,316	4	0
	7,653,816 other, 7l. per 1,200	.	.	.	44,646	0	0
Shingles.....	14,815,200, 15s. per 1,000	.	.	.	11,111	8	0
Timber.....	470,582 tons, 20s.	.	.	.	470,582	0	0
Currency					£1,153,471	16	0
Sterling, <del>46,194</del> <sup>1</sup> / <sub>4</sub> d.					£1,038,124	12	5

This is that timber trade, the subject of so much obloquy, to what may be termed the speculative interests, whose industry consists in abstractions, utility in promises, who alone accuse this trade, and whose only grievance from it is, that it interferes with their theories, and disproves their conclusions. This is that timber trade, which, contrary to all their dogmas, has for five and twenty years given employment and wealth to colonists, emigrants, shipowners, and manufacturers; enabling them to exchange labour and commodities with each other, and husbanding and retaining among us all the profits and proceeds, some twenty or thirty millions of money, which would else have been given away to aliens and rivals, for nothing, but what we have been thus able to produce for ourselves. This is that timber trade, by which the maritime supremacy of this country has been sustained, new markets created for her manufactures, an asylum and provision found for her surplus population, the requisites of existence, and the number of percipients multiplied, and, at the same time, a large revenue, nearly one-twelfth of the whole customs, levied, without difficulty, evasion, or complaint, without impeding any industry, bearing upon any distress, or causing any scarceness. This is that timber trade, which has made supplies to consumers more constant and more abundant, which has broken down the Baltic monopoly, reduced its price from above twelve pounds (the average of 1809, 10, and 11, or from six pounds and sixteen shillings on the average of 1806, 7 and 8, exclusive of duty), to two pounds five shillings a load; and, by which, though the foreigner (upon an average of twelve years pre-

ceding 1811, compared with the average of the last seven years,) continues to bring hither nearly as much, he is compelled to sell it at one-third the price, the Colonies having more than doubled the supply, and, by the most frugal and industrious competition, reduced profits to the lowest rate.

Of all divisions of this trade, the production and export of deals is now becoming the most important; and this is the sole portion of the business to which any application of machinery can be rendered available. An attempt has been recently made in some of the Colonies, to ascertain the amount of industry and capital engaged in this employment, and the quantity and value of deals yearly produced. This has been done with great care and detail in New Brunswick; in Lower Canada the number only of mills has been returned. A table follows, to exhibit what information has been received, and what is still to be desiderated. Some conjecture of that which is wanting may be drawn from that which has been ascertained.

*Account of the number and value of Saw-mills, with the quantity and value of Deals, Boards, &c. sawn yearly.*

	No. of Mills.	Men employed.	Valuation of Mills and appurtenances.	Sufficient to produce yearly, deals. Feet.	Valuation of such yearly production.
Upper Canada...					
Lower Canada...	737				
New Brunswick...	229	3,798	£232,030	103,840,000	£261,207
Newfoundland...					
P. E. Island.....					
Nova Scotia.....					

The internal consumption of deals must of course be great in a country where, excepting the principal towns, almost every building is of wood. But the capital invested in mills must not be mistaken for all the amount of property embarked in the whole timber trade. In the account so minutely made for New Brunswick, the estimate of buildings, wharfs, canals, coves, and other outlays and establishments necessary for carrying on the trade, is for some counties appraised at three or four times the value of the mills; and upon the best information to be obtained, there has appeared, except in the assertions of certain writers, who have neither experience nor evidence to support them, no reason to apprehend any exaggeration in the estimate heretofore made, that the whole property embarked in or dependent upon the timber trade exceeds two millions sterling.

#### MAPLE SUGAR.

There is among the productions of the forest one to be mentioned, not so much on account of its value, though that is more than commonly supposed, as for its curiosity, viz. sugar extracted by evaporation from sap of a species of the maple, *acer saccharinum*, a large and shadowy tree, much admired for the beauty of its tints in autumn, and much esteemed as timber, for strength, weight, and closeness of grain, its wavy fibre, and susceptibility of polish. The quantity of sugar thus made annually in Lower Canada has been stated, on the best

authority,\* at 24,329 cwts., to which there cannot be added less than 6,000 for the production of all the other provinces, making the whole amount, of

Sugar . . . . .	lbs. 3,396,848
Value, 3d. . . . .	£42,460 12s.

#### THE FUR TRADE.

Under the same class of productions may be included the furs, or peltries of those wild animals which are bred and captured in the forests. In this trade consists the chief and almost the only industry or commerce, by which the native Indians contribute any thing to the common stock and exchange of the requisites for human existence. Combining amusement, hazard, peril, and gain, this pursuit seems the principal charm of savage life; nor perhaps has the civilized state any labour so agreeable, though the occupation of a fisherman may resemble it most. A portion of this peltry is also procured by the colonists, not indeed as a separate business, except in Hudson's Bay, but in other parts, they make traps, which lie in wait while the planters labour or sleep, and hold fast the prey till they return to secure the spoils. The number and value of these articles, exported in the years 18<sup>3</sup>~~20~~ and 18<sup>3</sup>~~21~~ were as follows.

\* See the splendid topographical description of the British North American Colonies, by Joseph Bouchette, Esq., Surveyor General of Lower Canada.



*Furs and Peltries exported to all parts in 1830.\**

	Beaver and other.	Bear and Buffalo.	Deer.	Fox and Fisher.	Linx, Cat, and Martin.	Minx.	Musk- rat.	Raccoon.	Tails of Martin, Fox, &c.	Weasel.	Wol- verine Badger.	Undescribed.		
												Hhds.	Bales and casks.	No.
Quebec .....	12,188	533	1,228	4,460	13,622	100	34,403	141	700	..	18	..	1	..
P. E. Island .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..
St. John's, N.F.L.	1,507	..	..	704	792	..	..	..	..	75	..	..	..	..
St. John's, N. B.	..	..	..	..	..	..	..	..	..	..	..	7	1	1,890
St. Andrew's ...	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Halifax .....	..	..	..	..	..	..	..	..	..	..	..	29	3	..
Hudson's Bay...	..	..	..	..	..	..	..	..	..	..	..	..	..	..

\* Official returns.

*Furs and Peltries exported to all parts in 1831.\**

	Beaver and Otter.	Bear and Buffalo.	Deer.	Fox and Fisher.	Linx, Cat, and Martin.	Minx.	Musk- rat.	Raccoon.	Tails of Martin, Fox, &c	Weasel.	Wol- verine Badger.	Wolf.	Undescribed.		
													Hhds.	Bales and casks.	No.
Quebec . . . . .	70,262	399	645	622	11,132	1,612	43,377	89	2,290	..	26	5	..	..	..
P. E. Island . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
St. John's, N.F.L.	2,354	..	..	1,321	1,425	..	1,162	..	..	34	..	4	..	..	..
St. John's, N. B.	..	..	..	..	..	..	..	..	..	..	..	..	..	14	8,658
St. Andrew's . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Halifax . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	2	31	..
Hudson's Bay† . . .	54,228	3,451	..	6,822	45,453	7,686	331,192	236	..	..	1,718	5,938	..	..	..
	126,944	3,850	645	8,765	58,010	9,298	375,731	325	2,290	34	1,744	5,947	2	45	8,658

\* Official returns.

† The returns from Hudson's Bay for the years 1830 and 1831 not being within reach, those of the last year, 1832, are here substituted, and are believed to represent fair average of the annual export.

In giving the value of these furs exported, those of Quebec, Newfoundland, and Hudson's Bay only, can be accurately appraised; the others, being less detailed, depend upon information less exact, but probably near the average. To the whole should be added the furs carried into the United States by the inland trade, according to statistical writers of that country.\*

*Value of Furs and Peltries exported in 1831.*

Beaver . . .	126,944, at 25s. .	£158,680	0	0
Bear . . .	3,850, 20s. . .	3,850	0	0
Deer . . .	645, 3s. . .	96	15	0
Fox . . .	8,765, 10s. . .	4,382	10	0
Linx . . .	58,010, 8s. . .	23,204	0	0
Minx . . .	9,298, 2s. . .	929	16	0
Musk-rat .	375,731, 6d. . .	9,393	5	6
Racoon . .	325, 1s. 6d. .	24	7	6
Tails . . .	2,290, 1s. . .	114	10	0
Weasel . .	34, 6d. . .	0	17	0
Wolverine .	1,744, 3s. . .	261	12	0
Wolf . . .	5,947, 8s. . .	2,378	16	0

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£203,316 9 0

Undescribed from Halifax and St.

John's, estimate of the average

value yearly . . . . 15,000 0 0

Exported to the United States

by inland trade† . . . . 16,146 0 0

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£234,462 9 0

Sterling £211,016 4 2

\* Hinton.

† Ibid.

The fur trade is fluctuating, and seems rather declining. Still, as there are vast countries, north of the St. Lawrence and the Lakes, where neither the soil nor climate are fit for plantation, and where nature, who has not made the earth for man alone, seems to have reserved an asylum for her creatures of this description, it is probable that peltry will always continue to be an important article of export from Canada, as it still is from the north of Europe, and even from Germany to this day.

#### SHIP BUILDING.

To the forest also must be ascribed whatever of Colonial industry is engaged in the building of ships; once a very ample and lucrative employment, afterwards, from the decline of maritime interests in England, the cause of much bankruptcy and distress, but now, in some measure beginning to revive, and being conducted with greater skill and prudence, it not only supplies the losses, and equals the increase, of navigation in those provinces, but answers again, in a very limited degree, as a remittance home for the manufactures of the United Kingdom.

How far this industry has been heretofore carried, what it now is, and is capable of becoming, may be learned from the next table, imperfect as it appears. Among other advantages of communicating such facts, in the tabular form, one is, that even blanks may serve for confession of ignorance, request of information, and its depositary when acquired.

*Number and Tonnage of Ships built in the Northern Colonies, in the several Years.*

	1825.		1826.		1827.		1828.		1829.		1830.		1831.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Quebec .....	61	22,636	59	17,823	35	7,550	30	7,272	21	5,465	11	3,059	9	3,250
P. E. Island.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..
St. John's, N.F.L. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..
St. John's, N.B. . .	94	21,160	102	24,780	77	16,323	48	10,898	..	..	..	..	48	7,649
St. Andrew's .....	..	..	..	..	..	..	12	2,240	..	..	..	..	..	..
Halifax .....	95	..	146	15,333	119	..	105	12,064	..	..	..	..	..	..

\* Colonial Journals.—Some assistance, for supplying the blanks of 1831, may perhaps be derived from a table hereafter to be inserted, of the registered tonnage in that and the preceding year, showing an increase of 17,836 in 1831. This proves the ship-building not to have been less, but it might have been greater, registers being yearly cancelled, as the ships are lost or transferred.

Some portion of the new ships built in 1831 was for remittance, or sale, in the United Kingdom, and other British ports. Indeed the Canadian journals, in enumerating and appraising their exports for that year, ascribe to this purpose the whole tonnage built at Quebec, and estimate the value at £10 a ton. Upon very good information it appears, that about an equal amount was constructed for the same object in the lower ports. The whole shipping, therefore, to be set down among productions of the forest exported, will be of the value and quantity succeeding :

*New Ships.*

Tons, 6,500 at £10	.	.	£65,000
		Sterling	£58,500

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*Aggregate Value of Exports the produce of Forests.*

Timber and Ashes	.	.	£1,038,124	12	5
Furs and Peltries	.	.	211,016	4	2
New Ships	.	.	58,500	0	0
			<hr/>		
			Sterling	£1,307,640	16 7

These exports are almost all carried to, and exchanged in, the United Kingdom and British West Indies. What the nature of that exchange is, and who the carriers, are interesting questions, hereafter to be examined. In the mean time, to illustrate the extent and value of this division of colonial industry, and the character of the system, by which it has been created and fostered, let a comparison be made of the amount,



above given, with the statement to follow, of similar exports during the same years, from the whole United States of America.

*Exports, the produce of Forests, to all parts, from the United States of America, in the years 1830 and 1831.\**

Articles.	1830. Value in dollars.	1831. Value in dollars.
Ashes . . . .	1,105,127	935,613
Timber of all kinds	1,663,242	1,688,976
Furs . . . .	641,760	750,938
Ginseng . . . .	67,852	115,928
Bark and Dyes .	220,275	99,116
Naval Stores .	321,019	397,687
Manufactures of Wood		275,219
	<hr/>	<hr/>
		<del>4</del> 2,263,477
		<hr/>
	Sterling	£959,383

## MANUFACTURES.

Manufactures, the British Northern Colonies have scarce any, except such as are of primary necessity, and the simplest invention, and those on the smallest scale, and in general belonging rather to the category of tradesmen or mechanics than manufacturers: there are foundries, distilleries, breweries; there are tanners, and one or two sugar refiners; and there are, of course, those domestic productions, usual in families, candles, soap, and coarser articles of clothing; and there are some few mills for carding the wool

\* Official returns. Hinton, Reus's Statistics.

and fulling the web. Of all, the iron foundries are alone important. These supply stoves and culinary utensils for the use of the districts where they are situated, making no other appearance among the exports, than the inconsiderable amount which will be given in a subsequent place. Here, however, may be mentioned the only other articles of manufacture which the returns of Customs show to have been exported, viz. soap and candles, of which there were sent from Quebec, almost entirely to the other northern Colonies,—

	In 1830.	In 1831.
Of Soap., . . . . lbs.	83,400	81,819
Candles . . . .	62,778	36,811

A very minute and accurate census of Lower Canada was taken in 1831, the returns of which, as far as relates to manufacture, are below, and are the only details that can here be added. Establishments of the same nature, in all the other Colonies, cannot exceed a similar number, and in most kinds there are fewer, in some none.

*Mills and Establishments for Manufacture of all kinds.*

	Ashes.	Corn Mills.	Saw Mills.	Carding Mills.	Fulling Mills.	Iron Works and Foundries.	Distilleries	Oil Mills.	Others.
Upper Canada.....	..	..	..	..	..	..	..	..	..
Lower Canada.....	489	857	737	90	97	121	70	14	64
New Brunswick .....	..	..	229	..	..	..	..	..	..
P. E. Island .....	..	..	..	..	..	..	..	..	..
Newfoundland.....	..	..	..	..	..	..	..	..	..
Nova Scotia.....	..	..	..	..	..	..	..	..	..

The reason of this state of things is apparent. As long as the productions of their agriculture and forests can be exchanged for manufactures in the United Kingdom, so long will the industry of the colonists be applied to those easiest and most lucrative employments. But if protection be withdrawn from their wood and corn, and the home demand of these articles taken from them, and transferred to the north of Europe, the colonists will be compelled to manufacture for themselves what they will have lost the means of procuring from this country, and cannot do without in their own. And the country they are planting happens to possess great natural facilities for manufacturing, water power, the cheapest of all, in unbounded profusion, immense beds of coal, a climate and soil peculiarly favourable to flocks, and the culture of flax; and even the cotton from the valley of Ohio and Mississippi will soon be brought down to the sea by the channel of the St. Lawrence. It is perhaps worthy of some consideration to the opponents of colonial trade, who insist that the capital and industry of the Canadas may be easily transferred from their present to some other employment, whether that transfer and employment will probably be such as it suits the interest of this kingdom to enforce.

It would be difficult to describe or imagine a country, whose habits and wants, whose productions and resources, whose situation and condition, render a connexion with the United Kingdom more desirable for both; nor would it be easier to establish that connexion on a better commercial system. These Colonies have no manufactures, no monopolies, no tariffs in peace,

no armed neutralities in war, no surplus population, no rival production, no jealousy of British wealth and power ; but they have an identity of feeling with the interests, of pride in the success, and fidelity to the allegiance, of the British Crown and Empire ; they have acts of parliament for laws of trade ; duties of 20 and 30 per cent. in favour of British productions ; and they have immense rich and unoccupied lands, and inexhaustible resources for the chief materials of manufacture and means of subsistence. With all the riches of such provinces before us, inviting, whosoever is hungry, and unclad, and unemployed, to come to the forests, work, eat, and be clothed, shall we, instead of going thither to help ourselves to our own timber, still cling and confine us to those employments only which we can do cheapest at home, clothing half Poland, Prussia, and Norway with fine raiment, while half our own population is in rags, till at last the labour of infants shall become too dear, and extreme necessity enforce the same policy by which, if earlier adopted, that extreme necessity had been spared?



## PRODUCE OF THE MINES.

Gypsum and grindstones, lime, coal, and iron, have long been among the staple productions of the British Northern Colonies. Mines of copper and lead have been discovered within a more recent period ; other and richer minerals are still in supposition ; but the first mentioned are so extensive, and raised in such abundance as to form a very considerable article of export

trade. Freestone, granite, marble, clay, and slate of excellent qualities exist in various parts, and are there used for the purposes of building. Manganese and antimony are also found, and a small quantity of the former is exported.

*Produce of the Mines exported to all parts in 1830.*

	Gypsum and Lime- stone.	Grind- stones.	Lime.	Bricks.	Iron Castings.	Manga- nese.	Coal.
	Tons.	No. 1,192	Hhds.	No.	No. 240	Cwts.	Chaldron.
Quebec.....							
P. E. Island.....							
St. John's, N.F.L.							
St. John's, N.B. ..	1,748	14,437	555			137	
St. Andrew's .....	29,194	2,457		86,500			
Halifax.....	44,253	12,814		33,000			3,603
	75,195	30,900	555	119,500	240	137	3,603

*Produce of Mines exported to all parts in 1831.*

	Gypsum and Lime- stone.	Grind- stones.	Lime.	Bricks.	Iron castings.		Manga- nese.	Coal.
	Tons.	No.	Hhds.	No.	Pieces. 134	Cases. 44	Cwts.	Chald.
Quebec .....								
P. E. Island.....								
St. John's, N.F.L.								
St. John's, N.B.	6,635	12,048	328	290,000			50	3
St. Andrew's .....	1,954	950		24,750				
Halifax .....	47,857	19,240		2,500				11,609
	56,446	32,238	328	317,250	134	44	50	11,612



*Value of Exports the produce of Mines, 1831.*

Gypsum . . .	56,446 tons at 10s. .	£28,223	0	0
Grindstones . .	32,238 . . . 30s. .	48,357	0	0
Lime . . .	328 . . . 10s. .	164	0	0
Bricks . . .	317,250 . . . 50s. per M.	792	0	0
Iron Castings	44 cases, 100s. .	220	0	0
	134 pieces, 5s. .	33	10	0
Manganese . .	53 cwts. 60s. .	150	0	0
Coals . . .	11,612 chald. 25s. .	14,515	0	0
		<hr/> £92,454 10 0 <hr/>		
Sterling		<hr/> £83,209 1 0 <hr/>		

These exports give freights to about 80,000 tons of shipping annually.

The mineral resources of the Northern Colonies have by no means been yet explored. Whatever indeed is known has been less the result of inquiry, than of the voluntary, and almost obtrusive, disclosures of nature herself, who has scattered indications of these her gifts on the very surface of the land, and even on the shores of the sea, so that if the eye did not heed them, man's foot would stumble where they lie. Enough, however, has been ascertained to make it unquestionable that the mines of these provinces are destined to become an immense and inexhaustible source of wealth and power. The island of Cape Breton, the eastern parts of Nova Scotia, the country between the Gulph of St. Lawrence and the river St. John's, in New Brunswick, the peninsula of Gaspe, in Lower Canada, contain beds of coal of vast extent; and in Newfoundland, also, the

same mineral is known to exist. Those veins which lie near to the surface have for some time been partially opened in various places, and in one or two the pits have been worked to some extent. But within a few years the General Mining Association of London have invested a large capital, about £130,000, in the mines of Nova Scotia. Piers have been constructed, railroads laid down, steam-boats, mills, shops, and houses built, and every preparation made for prosecuting the enterprize on a large scale. About 500 men are already employed in these mines. Coal, coke, tar, and iron, are the objects and produce of their labour. In the last year, 1832, they shipped above 33,000 chaldron of coal, and made about 2,500 of coke. Fifty vessels at a time have been seen waiting at the mines for freights; and from the extension and improvement of their operations, the company expects, apparently with reason, to ship 100,000 chaldrons in the ensuing year.

A Company of a similar nature has recently been established in New Brunswick, with a capital of £10,000, for working the mines at the head of the Grand Lake which communicates with the river St. John's, and is navigable up to the very pits by vessels of 100 tons. These will probably be the means of supplying, not only the internal consumption of that province, but a considerable export to the eastern coasts of the United States. The duty at present levied by the Americans upon the importation of this mineral is 2 dollars and 16 cents, about 9*s.* 8*d.* sterling, a chaldron. As they have little bituminous coal in that country, and other fuel is becoming scarce and dear, it is probable that this duty will be much reduced.

Indeed, late advices from that quarter state that in modifying their tariff, the rate upon coal, it was expected, would be altered to 15 per cent. *ad valorem*, or perhaps admitted free.

Of the produce of the iron mines which exist at Marmora in Upper Canada, on the Saint Maurice, in Lower Canada, at Halifax, Annapolis, and Pictou, in Nova Scotia, and it may be to a small extent in some other places, no detailed accounts can here be given beyond those already inserted. They may, perhaps, one day, be the means of destroying the monopoly now enjoyed in this country by the Swedes, in the very important article of iron fit for the manufacture of steel, the production of which is here prevented by the want of wood for fuel; and thus these Colonies would render for the second time, in a lesser degree, the same service they have already so eminently performed in timber and deals. The present discrimination in our duties in favour of Colonial iron amounts to £1 7s. 6d. per ton; the charge upon foreign being £1 10s., upon Colonial 2s. 6d. This must produce its effect in time, which, however, it may be well worth while to accelerate by the encouragement of an increased discrimination.


Specimens of rock salt have been found by the natives in New Brunswick; and salt springs exist there, in Nova Scotia, and in Upper Canada, and are very productive, some yielding nearly eight per cent. on evaporation by boiling. To how great an extent the manufacture is or might be carried on, has not been ascertained.

There are, besides, a number of other minerals found

in these dominions, but their existence is as yet only a subject of curiosity, and of no importance to industry or commerce.

Since the invention of the steam-engine, no mineral is more important to national wealth than coal, and since that engine has been made applicable to navigation, no mineral is more important to national power. If, as seems most probable, naval conflicts are in future to be decided by the power of steam, which may be applied, not only to conduct the battery, but also to discharge projectiles, the political importance of these dominions to Great Britain begins to appear scarcely less striking in this respect, than it has hitherto proved by the shipping and seamen they have created. Those gigantic and earth-born machines, which at once surpass all human hands in precision and delicacy of labour, all animals in strength and docility, and the elements themselves in extent and rapidity of exertion, rivalling the winds, overcoming the waves, and making the depths of the earth accessible to man; these engines may not only be composed here in all their parts and members, but also be furnished with that which gives them life and action, in unlimited and inexhaustible supplies. Nature and the arts have conspired to make the Gulph of St. Lawrence the seat of empire in America. Cape Breton is its gate and key; Quebec, with its silvery spires and batteries confronting heaven, is the citadel; and the towers along the steeps of Halifax, and cannon that bristle on the shore, guard the port and arsenal of Marine. Within reach, the commerce of the Atlantic is carried by, on the stream from the Gulph of Mexico, as on the bosom

of a river, as the commerce of the five great lakes will descend the broad St. Lawrence by the gates of Quebec. Cape Breton, Halifax, the islands of Grand Manan and Bermuda, not only secure the navigation of the ocean, but they shut up and form a chain of blockade along the whole American coast. Late be the necessity of exerting such a power again, as its former exercise was brief and successful; but it is only by such pledges that this country includes many people in her empire, and imposes the laws of industry and peace. As no portion of that empire is more important than this, so none might be rendered more secure. Great Britain may easily vanquish all her enemies in that quarter, only let her have the energy to defy them. Nothing is wanting to her means but the talent to understand them, and the spirit to exert: nothing is wanting, but the spirit of a Chatham in her councils, or of a Pitt, greater than his father.



## PRODUCE OF AGRICULTURE.

Farinaceous, leguminous and fibrous plants, esculent roots and vegetables, some fruits, and the common herbage of the fields, with the cattle it supports, form the agricultural productions of the Canadian Provinces. As cultivation is every year extended, these productions are yearly increasing; still both tillage and pasturage are as yet in general confined to the mere margin of rivers and roads, and other favourable situations, and seen from any great eminence, the whole



culture appears but as lines and spots through the forest.

With the assistance of the census, which has lately been taken in some districts, an attempt may be made to approximate towards a statement of the cultivation, stock, and produce, of all these Colonies; and by annexing the accounts of exports, a general idea may be collected of their agricultural industry and resources.

*Census of the whole Produce and Stock in Agriculture of Lower Canada and Estimate of the other Provinces, in 1831.\**

	PRODUCE.			STOCK.			
	Wheat.	Other Corn and Pulse.	Potatoes.	Horses.	Neat Cattle.	Sheep.	Swine.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>No.</i>	<i>No.</i>	<i>No.</i>	<i>No.</i>
Upper Canada . . .	1,702,328	2,601,025	3,678,208	58,343	144,853	271,171	147,568
Lower Canada . . .	3,404,756	5,202,050	7,357,416	116,686	389,706	543,343	295,137
Prince Edward's Island . . . . .	207,000	414,000	1,449,000	4,000	32,000	58,000	20,000
Newfoundland . .							
New Brunswick ..	150,000	300,000	2,100,000	11,000	91,000	143,000	59,000
Nova Scotia . . . .	356,250	712,500	4,997,500	17,000	151,000	231,000	97,000
	5,820,334	9,229,575	29,581,924	207,029	808,559	1,246,514	618,705

\* In this estimate the stock and produce of Upper Canada is assumed at one half those of the Lower Provinces, the population now bearing that proportion. Newfoundland is entirely omitted, for reasons before given. For the other Colonies, of the lands in cultivation, five per cent. in Nova Scotia and New Brunswick, and ten in Prince Edward's Island, are supposed to be in wheat, and producing fifteen bushels an acre; ten per cent. in other corn and pulse, at the same rate of production; and fifteen per cent. in potatoes, at seventy bushels the acre: and the number of cattle is computed from the census of Nova Scotia in 1827, according to the supposed population at present existing in that province, in New Brunswick and Prince Edward's Island.



*Produce of Agriculture exported to all parts in 1830.*

	Apples.	Barley, &c.	Beef and Pork.	Berries.	Biscuit.	Butter, Cheese, and Lard.	Cattle.	Flax and other Seeds.	Flour.	Hams and Tongues.	Hides.	Oat and other Meal.	Tobacco.	Vege- tables.	Wheat.
	Barrels.	Minots, or bushels.	Barrels.	Gallons.	Cwt.	lbs.	No.	Bushels.	Barrels.	lbs.	No.	Barrels.	lbs.	Bushels.	Minots, or bushels.
bec.....	1,001	56,915	16,804		9,932	189,894		895	71,679	42,529		2,422	19,651		590,101
E. Island.....		84,094	244			2,426	1,112		354	1,818		269		137,156	795
John's, N.F.L.				14,855		12,533		196			1,060			130	
John's, N. B.		170												3,780	
Andrew's .....		286	199		175	1,480	1,286				208			2,900	
ifax .....	260	3,478	434	496		107,636	926	10				7		158,757	20
Total..	1,261	144,943	17,247	15,351	10,107	313,969	3,324	1,101	72,033	44,347	1,268	2,691	19,651	302,723	590,916

*Produce of Agriculture exported to all parts in 1831.*

	Apples.	Barley, &c.	Beef and Pork.	Berries.	Biscuit.	Butter, &c.	Cattle.	Flax and other Seeds.	Flour.	Hams and Tongues.	Hides.	Oat and other Meal.	Tobacco.	Vege- tables.	Wheat.
	Barrels.	Minots, or bushels.	Barrels.	Gallons.	Cwt.	lbs.	No.	Bushels.	Barrels.	lbs.	No.	Barrels.	lbs.	Bushels.	Minots, or bushels.
Quebec.....	852	53,581	14,309		7,210	41,190	16	70	81,114	24,520		728	35,607	882	1,329,269
P. E. Island.....		134,457	408			5,694	1,551		1,292	2,296		894		216,749	11,749
St. John's, N.F.L.				5,160							1,120			500	
St. John's, N.B....		820			138	21,943								2,719	
St. Andrew's ....		446	6			2,924	81				226			1,573	
Halifax.....	248	25,258	1,087	112		85,724	407	5			304	180		146,727	260
Total..	1,100	214,562	15,802	5,272	7,348	157,475	2,055	75	82,406	26,816	1,650	1,802	35,607	369,150	1,341,278

*Value of Exports, the produce of Agriculture in 1831.*

Apples . . .	1,001	at 15s. per bbl.	. . .	£750	15	0
Barley, &c. . .	214,562	. . 3s. per bushel	. . .	32,184	6	0
Beef and Pork	15,802	. . 60s. per bbl.	. . .	47,406	0	0
Berries . . .	5,272	. . 1s. per gallon	. . .	263	12	0
Biscuits . . .	7,348	. . 17s. 6d. per cwt.	. . .	6,429	10	0
Butter . . .	157,475	. . 1s. per lb.	. . .	7,873	15	0
Cattle . . .	2,055	. . 100s. per head	. . .	10,275	0	0
Flax seed . . .	75	. . 5s. per bushel	. . .	18	15	0
Flour . . .	82,406	. . 35s. per bbl.	. . .	144,210	10	0
Hams, &c. . .	26,816	. . 9d. per lb.	. . .	1,005	12	0
Hides . . .	1,650	. . 20s. each	. . .	1,650	0	0
Meal . . .	1,802	. . 20s. per bbl.	. . .	1,802	0	0
Tobacco . . .	35,607	. . 6d. per lb.	. . .	890	3	6
Vegetables . .	369,150	. . 1s. 6d. per bushel	. . .	27,686	5	0
Wheat . . .	1,341,278	. . 6s. 8d. do. do.	. . .	447,092	13	4
				£729,538	16	10
				Sterling, £656,584	19	2

As a comparison has above been instituted with the United States, in exports, the produce of forests, the same may here be pursued in those of agriculture. In this, it is of course to be expected, that the Americans should have greatly the advantage. But there are allowances to be made, which will not only diminish that advantage, but even turn it against them.

*Value of Exports, the Produce of Agriculture, exported from the United States to all parts in the years\**

	1830. Dollars.	1831. Dollars.
Cotton . . . . .	29,674,883	25,289,492
All other . . . . .	17,304,449	21,971,941
Value of all exports, the produce of agriculture, except cotton, sterling, £4,943,686	15	0

\* Official Returns, Hinton and Reuss.

It appears, therefore, that if cotton, which cannot grow in the Northern Colonies, be excepted, the whole American exports of agricultural produce bear the proportion of little more than seven and a half to one of the Canadian, though population is ten to one greater in the United States; that is, combining these proportions, agricultural production, (with the above exception,) appears by returns of exports, as four to three in favour of the Colonies.

The climate and soil of dominions so vast must of course be various, and the difference is frequently extreme between places of no great distance. In general, however, it may be said, that the lower districts, nearer the sea, though of excellent soil, and eminently capable of producing hemp, flax, seeds, and the coarser kinds of corn, will probably never be very abundant in any but the *spring-wheat*; unless, perhaps, in Prince Edward's Island, and it may be in some other situations peculiarly favoured, where by a singular exception the general rigour of the winter seems much relaxed. But, in the interior, and especially in the western districts of the country, where the climate is more equable and temperate, and the fertility of the land more uniform and luxuriant, not only the productions just mentioned, but wheat and tobacco of the finest quality, and to an almost unlimited extent, may be grown, and must one day form a principal staple of exportation. Indeed, in these two articles, there already exists a very considerable trade, they being almost the only agricultural productions which can, under existing duties, be sent to the United Kingdom. And as this trade has been, if not created, yet within

the six last years greatly advanced, by the Colonial System, and is thereby, if further pursued, capable of effecting the most important results, let a brief sketch be given of its progress hitherto, and its prospects for the future.

The only protection formerly given to colonial and also to Irish corn, was in the average price at which importation was permitted for home consumption, and that price was (by the stat. 21 Geo. 2, c. 30,) in 1791, but two shillings lower than the average at which foreign corn was admitted, the duty on both being the same, viz. 24*s.* 3*d.* when the average was under 48*s.* a quarter, 2*s.* 6*d.* at 48*s.*, and 6*s.* at 52*s.* This discrimination was raised to ten shillings in 1804, (by 34 Geo. 3, c. 109), but the average at which importation was permitted was also raised to 53*s.* and 56*s.* for the high and low duties, on colonial, and to 63*s.* and 66*s.* on foreign wheat. The effect of the latter alteration on the colonial trade seems to have more than countervailed the advantages of the former, as the export of wheat from Quebec declined. Corn from Ireland was admitted free of duty in 1806, (by the stat. 26 Geo. 3, c. 97), which most unfortunately was not extended to the colonies. The vast increase of intercourse and exchange between Great Britain and Ireland appears to be dated from that act.

In 1815, (by the stat. 55 Geo. 3, c. 26,) foreign wheat, when the average price here was above 80*s.* per quarter, and, when above 67*s.*, colonial, were admitted for home consumption, without payment of any duty. The export from Quebec was, on the average of the three years ending with 1815, of wheat, none, flour, 1218 bar-

rels ; and on the average of the three years succeeding, of wheat, 182,483 bushels, flour, 23,276 barrels. But the large army supported in Canada during the former period renders any conclusions drawn from this comparison very uncertain. In 1822, (by the 3d Geo. 4, c. 60,) foreign wheat, when the average price was 70*s.* and when 59*s.* colonial, were admitted, subject both to the same duty of 12*s.*, with the addition of 5*s.* for the first three months. The export from Quebec was, on the average of three years preceding this period, 225,142 bushels of wheat and 30,030 barrels of flour ; for the three years succeeding, 52,463 of wheat and 45,132 of flour. It is apparent that none of these alterations promoted the colonial trade. Other and independent causes, as the state of the currency, foreign relations, and the seasons, contributed no doubt to neutralize their effect, but neither the nature nor the amount of the discrimination seems to have been efficient. At last the right course and means were adopted. By temporary acts, (6 Geo. 4, c. 64), in 1825, colonial wheat, whatever the average prices, was admitted at 5*s.*, and in 1827, (by 7 & 8 Geo. 4, c. 57), when the price rose to 67*s.*, the duty was reduced to sixpence. This scale was established and made permanent (by 9 Geo. 4, c. 60), in 1829, by which act the duty on foreign corn being graduated according to the average prices, the protection in favour of colonial would, when wheat is at 67*s.*, be 18*s.* 2*d.*, and when under that price, be from 15*s.* to 19*s.* 8*d.* The export from Quebec, for the average of three years ending with 1825, has been already given, 52,463 bushels of wheat and 45,132 barrels of flour. The export on the



average of the three years succeeding, rose to 428,994 bushels of wheat and 77,725 barrels of flour; and has been, on the average of the whole period from 1825 ending with 1832, of wheat 542,051 bushels, and 68,548 barrels of flour; being 143,732 of the former and 46,849 of the latter, more than ever before exported upon the average of an equal period.

Respecting the importation of corn into the United Kingdom, there is evidently approaching a difficult and momentous discussion, attended with great excitement, extreme differences of opinion, and confliction of interests. The only solution or determination of the controversy is that, by which alone indeed all political differences are ever reconciled, a compromise. Of this, the means are most fortunately afforded by the British colonies. Let the corn of those possessions be imported free of all restriction or duty. If any change is to be made in the corn laws, an expedient more efficient, safe, and beneficial, cannot be conceived or desired. The distance of the colonial ports from this country, the distance of the places of production there from the colonial ports, the expense of transport in the inland carriage, and more the risk of heat or damage in the voyage by sea, are so great, as always to ensure a sufficient protection for the landed interest at home; while the fertility of the soil and the rapid increase of cultivation by the emigrants from this country, thus augmented in numbers and assisted by employment, will be such, as in time, to supply whatever is here required above the annual production of the United Kingdom. Let the experiment be made. Let colonial corn be enfranchised, as Irish corn has

been enfranchised. The measure, with regard to Ireland, in 1806, serves at once as an example and an experiment. Its repetition in the case of the colonies, would be scarce less beneficial, and far more safe and moderate. If found inefficient, resort may be had to further means. If injurious, the injury will at least be gradual, limited, and easily repaired.

Of tobacco, above 18,000,000 of pounds, costing three or four hundred thousand pounds sterling, are annually consumed in the United Kingdom. This is still made the source of a large revenue, and wisely; but it has also heretofore been, and might again be, made the means of creating a rich and populous colony. And, considering how much was done for the former plantations, the now United States, by protecting their production of tobacco, and how great a source that system was made at once of industry and revenue, of trade and navigation, it is singular that the same policy has never been applied to the Canadas, till of so late a date, and in so inefficient a measure. It is more singular, perhaps, that having by such protection planted and fostered Virginia, till strong enough to abjure her allegiance, that protection was nevertheless continued long after her separation, and even so late as within five years, the Americans, notwithstanding their tariffs, enjoyed here a preference in that article of 2s. the pound over the foreign states and colonies in that hemisphere. At length, in the year 1825, (by stat. 6 Geo. 4, c. 111,) tobacco grown in the Canadian plantations first obtained a preference over that of the United States. The protection, three pence a pound, was not indeed sufficient to produce any

great and immediate increase. But it will have its effect. The effect is already to be seen in the account of exports above, of the inland trade hereafter to be given. The first tobacco ever sent from the Upper Province to Montreal appears to have been in 1821, and to the extent only of 700 pounds. The increase has of course been gradual, as its cause is feeble. Let the measure be reinforced and the effect will be rapid and ample. The rich and virgin soil of the Upper Country is peculiarly adapted to this plant. Free blacks, better acquainted with its growth, are passing into Canada, and preparing to cultivate it to some extent; and in this, as in almost every department of production and trade, a few years to come might be made to bring forth with them a far greater increase than an equal period of the past.

It has been some time a subject of regret, that attempts to introduce the culture of hemp in Canada were not made or prosecuted with better success. The very moderate inducement hitherto existing in the laws of the customs, by which colonial hemp was admitted free, while foreign was subject to a duty of 4*s.* 8*d.* per cwt., was last year repealed. A net revenue of above £100,000 was thus abandoned, and about £1,000,000 yearly continues to be given to foreigners for what we might well begin to produce for ourselves. As nine-tenths of our whole supply, or about 450,000 cwts. are derived from Russia, it is apparent, that the first year intercourse with that country is suspended, we shall again pay, even more dearly than we did from 1808 to 1813, for this advantage, which will keep up a foreign

monopoly, prevent native competition, and perpetuate dependence upon precarious supplies.

Seeds of flax, rape, clover, and other grasses, might have long since been among the productions and exports of those Colonies, had any adequate protection for them been found among our laws of trade. The annual importation of these articles into the United Kingdom seems to be about 2,000,000 of bushels of flax seed, 100,000 of tares, 450,000 of rape seed, and 100,000 cwts. of clover and grass seeds. It can never be profitable to produce these at home. The question is, whether it be more profitable to buy them from the North of Europe, or to convey some of our idle, destitute and burthensome population to the meadows of Canada, and there produce them for ourselves? If the duty upon clover and grass seeds of the Colonies were remitted to about 1s. the cwt., the mouths of some thousand poor labourers might thus be filled with plenteousness, and their bodies clothed, and their cottages furnished with those requisites and comforts of existence, which, under the present rate of duties, are, as it were, put into the fire, or buried in the sea; for as far as national wealth is concerned, all that goes out of the community, is as much lost to the community as if sunk or burned. It is the imports that compensate this loss. But if the same imports may be produced at home, or in our Colonies by labourers, who have nothing else or better to do, is there not a pure saving of those exports? Let it not be thought exorbitant, that so many of the employments, now furnished to foreigners by the United Kingdom, are claimed for her own children, the destitute operative,

the emigrant, and the colonist. Let them not be branded with the epithet of monopolists, when they entreat permission, not indeed to do all your work, but that in some, since duties must be imposed for revenue, they may be so regulated as to give British subjects a preference, and enable them to compete with aliens for employment, divide with them its reward, reduce their profits, and increase your supply.

Tobacco, hemp, butter, seeds and corn, are required for the consumption of the United Kingdom, to a vast extent beyond what the nature of the climate and the fertility or extent of soil are here capable of producing. For these requisites, we are paying away from eight to ten millions a year, more than enough to cover the whole amount of our poor rates. Our poor rates, as far as they are levied for the relief of the impotent from age, disease, or casualty, are perhaps irremediable; but as far as they are paid to those who are able to labour, but unable to find employment, or who, if fully employed, might provide for themselves in age or illness, a remedy is not impossible. Suppose, for example, that an act of parliament could be drawn, which would bring home and annex to the Lands-end or the Shetland Islands the immense alluvial plains and the genial climate of Canada; what would be thought of that economy, which, preferring to purchase these requisites of strangers, should grind and distort children in factories to cheapen the production and export of clothing, and should leave unemployed adults to the poor rates for maintenance, rather than set them to improve these alluvial plains and genial climate, and produce these requisites, and save and



enjoy these exports, and spare these poor rates? God is great. The mountain will not come to Mahomet, for Mahomet can go to the mountain. Omnipotent as an act of parliament may be, it cannot effect the former. But it can effect the next best, nay, since Nature has so willed it, a better thing, the alternative, to convey these unemployed labourers to those alluvial plains and that genial climate, and there let them produce what we want, and enjoy what we are therefore now giving away. An act of parliament may be drawn which shall effect this. A very brief and simple reduction of duties may do it.

By such an alteration the loss of revenue would be trifling; the condition of the labourer would be raised; a new impulse given to every manufacture; and the agriculture of the country nothing impaired.

The most striking feature in the Colonial Trade or System is, that it interferes with no industry, no vested interests, or employment, in the United Kingdom. It interferes with the foreigner alone. It makes supplies cheaper to the community, more abundant, and more constant, for it creates new and additional sources of production, and such as are independent of the tariff or hostility of any government but our own. It touches no revenue; on the contrary, it enables us to touch the purses and tax the profits of aliens and rivals; and more, it enables us all, the whole population, to labour, produce, and exchange every variety and species of useful or desirable commodities, without loss to the community, either from idleness, pauperism, or exportation.



## PRODUCE OF THE FISHERIES.

The coasts and the harbours, the rivers and lakes of the British Provinces, present inexhaustible resources of fishery, and the waters of the Gulf of St. Lawrence, the Labrador, the neighbouring banks of Newfoundland, and the Field Ice from the Polar Seas, are made no less capital advantages to colonial industry and commerce.

Under this head, also, the returns of the customs afford the best, and almost the only, means of information. Subjoined are the quantities exported in the year 1830 and 1831. What proportion these bear to the whole production of the colonial fishery cannot be very accurately ascertained. The internal consumption of the Colonies is known to be much. For nearly a fourth part of the year fish is the principal food of the whole population, being preferred by the Catholics (who form a great majority) from devotion, and by Protestants from taste or habit, weekly, and even daily, for their meals. Supposing the population to consist of 200,000 families, three-fourths of them may be presumed to consume one barrel of pickled, and half a quintal of dry fish yearly, if not exactly in that proportion, at least in the aggregate to that amount. Altogether, therefore, the whole internal consumption may perhaps be fairly estimated as at least equal to 350,000 quintals.

*Produce of Fisheries exported to all parts in 1830.\**

From	Fish dried.	Fish Pickled.			Fish Smoked.		Fish Oil.		Seal Skins.
	Cwts.	Tierces	Barrels	Kegs.	Boxes.	No.	Tuns.	Galls.	No.
Quebec.....	67,222	352	1,460	47	122		12	20,507	2,200
P. E. Island.....	1,507		599						
St. John's, N. F. L.	760,177		1,799	3,606			12,371	92	559,342
St. John's, N. B...	18,442		16,870	2,738	3,286	5,350		9,202	
St. Andrew's .....	9,383		4,307		1,666			3,100	
Halifax.....	151,807		46,912				715		33,653
	1,008,538	352	71,947	6,391	5,074	5,350	13,098	32,900	595,195

*Produce of Fisheries exported to all parts in 1831.\**

From	Fish dried.	Fish Picked.			Fish Smoked.		Fish Oil.		Seal Skins.
	Cwts.	Tierces	Barrels	Kegs.	Boxes.	No.	Tuns.	Galls.	No.
Quebec.....	45,367	201	1,829	30	55			54,582	5,234
P. E. Island.....	1,201		946	5					
St. John's, N. F. L.	657,373		2,048	2,924			13,118	250	682,803
St. John's, N. B...	17,865		25,132	2,602	10,337	4,812		6,618	
St. Andrew's.....	6,400		4,168	131	8,641	238		2,046	
Halifax.....	161,174		53,665				694		49,412
	889,380	201	87,788	5,692	19,033	5,050	13,812	63,496	737,449

*Value of Exports, the produce of Fisheries in 1831.*

Fish, dried	889,380.cwts. . . . .	10s.	£444,690	0	0
pickled	201 tierces of salmon . . . . .	80s.	804	0	0
	87,788 barrels, herrings, &c. . . . .	20s.	87,788	0	0
	5,692 kegs . . . . .	5s.	1,423	0	0
Carried over			554,705	0	0

\* Official Returns.

			£.	s.	d.
		Brought over	534,705	0	0
Fish, smoked	19,033 boxes . . . . .	2s. 6d.	2,379	2	6
	5,050 salmon . . . . .	5s.	1,262	10	0
Oil . . . . .	13,812 tuns . . . . .	£25.	345,300	0	0
	63,496 gallons . . . . .	2s.	6,349	12	0
Seal Skins . . . . .	737,449 . . . . .	1s.	36,872	9	0
			£926,868	13	6
			Sterling £834,182	4	2

As the British Fisheries in this quarter are, by virtue of treaties, participated by two foreign powers, France and the United States, it is interesting to examine and compare the benefits derived by each.

#### AMERICAN FISHERY.

The internal consumption of fish is so great in the United States, and the catch on their own coasts so large, that their official returns convey but a very imperfect estimate of the value of their fishery in the Gulph of St. Lawrence. The number of American vessels employed there would be a better criterion, but accounts of that nature are unauthentic, and contradictory. It has been stated, that in 1829 their vessels in those waters amounted to 1,500 sail, manned by 15,000 men, and taking 1,100,000 quintals of cod-fish, and 3,000 tuns of oil. As their whole shipping employed in fishery, amounts to nearly 80,000 tons, and the average burthen seems to be from 50 to 60 each, it is probable that this account approaches near to accuracy, and such is the opinion of intelligent persons recently arrived from the colonies. The Americans,

therefore, it appears, fish up from the British waters in this quarter, an annuity of about £552,500 sterling. The addition also thus made to their maritime power, is equally worthy of attention. Unfortunately, the former advantage is less efficacious, as a pledge of peace, than the latter, as an encouragement to war. Both France and the United States seem, in their differences with Great Britain, to make these fisheries of no other account, than the means of assailing the power, by whose concession they were obtained, and by whose hostility they are entirely lost. This, undoubtedly, is owing to the facility, with which, during so many years, the privilege has, as a matter of no moment, been restored by each successive treaty of peace, even when dictated in the enemy's capital.

The time is coming, it is to be hoped, when these things will be better understood, and Great Britain, as by every right, natural and national, she ought to do, and as every other power actually does, will reserve the fisheries on the coasts of her own dominions, for the enjoyment of her own subjects.

The American fishery, in the Gulph of St. Lawrence, appears to have begun as early as 1670, and five years afterwards it is stated to have employed 665 ships, 25,650 tons, and 4,405 men, and produced 350,000 quintals of cod-fish.\* This, however, may be one of those exaggerated or unauthenticated statements, so commonly put forth for factious purposes, before their separation from this country, and is certainly not very consistent with the accounts sent home at a later period, from the Admiral commanding at Newfoundland,

\* ~~Sch~~bert's Statistics.

in which the American fishery, on the coasts of that island, appears, on the average of the years 1772, 3, and 4, to have consisted of 147 vessels, 7,240 tons, and 803 men.\*

On the same authority, the whole fishery, as well of Newfoundland and Labrador, as of the neighbouring coasts and waters, is represented in the year 1767 to have given the following employment and return to all the then colonists, including both the American and Canadian provinces, with the exception of Newfoundland.

*American Fishery in the Gulphs of St. Lawrence, 1767.*

	Vessels.	Tons.	Men.	Fish caught. Cwts.	Whales killed.	Oil. Barrels.
Cod Fishery . . .	415	24,397	3,680	240,000		
Whale ditto . . .	300	18,000	3,900	..	100	14,000

Since the American revolution, the progress of the fisheries, and the present condition, may be estimated by the following extract from official returns of the United States.

*American Fishery.†*

Years.	Employed in Fisheries.			Fish caught.	Exported.		
	Vessels	Tons.	Men.	Quintals.	Quintals.	Barrels.	Kegs.
Average of 1786, } 7, 8, & 9 }	539	19,185	3,287	250,650			
1795		31,000					
1804					567,828	89,482	13,045
Av. of 1805, 6, & 7		63,317			389,729	47,064	
Av. of 10 years, } from 1802 to 1812 }					372,129	52,197	8,663
Av. of 1816 & 17		52,531			242,703	41,202	
Average from } 1818 to 1826 }		74,862					
1827					247,321		
1828					273,308	61,684	
1829					272,720	55,131	
1830					176,896	56,496	
1831					208,464	76,107	

\* Macpherson.

† See ~~Seibert~~ bert. Hinton. Reuss.



The quantities above given for the years 1828, 29, 30, 31, are computed from the following official returns of the value of the produce of their fisheries exported; the same price being assumed for dried fish as given in their official returns of 1827,\* which state the value of 247,321 quintals at 747,121 dollars, or about three, per quintal; and for pickled fish the value is taken according to the price in the colonies.

*Value of Exports, the produce of Fisheries, from the  
United States.†*

	1828.	1829.	1830.	1831
	Dols.	Dols.	Dols.	Dols.
Dried Fish . . . . .	819,926	747,541	530 690	625,393
Pickled ditto . . . . .	246,737	220,527	225,987	304,431
Oil, Whalebone, } and Candles.. }	627,317	849,032	968,593	959,638
Dollars....	1,693,980	1,817,100	1,725,270	1,889,462
Sterling ..	£381,145	408,847	388,185	425,128

The dried fish are principally taken in the Gulph of St. Lawrence, the pickled, in their own rivers, the oil, in their whale fishery; of which also, however, an important portion is carried on in the Gulph of St. Lawrence, and in bays and places where Americans have no right to enter. If reports be true, the fishers of that country pay as little respect to private property, as to the limits of the public treaty.

The fisheries of the United States seem to have been most productive in 1804, being then encouraged by ample bounties, of which 192,908 dollars were paid in that year. The value of their whole export of the produce of fisheries was on the average of 1803, 4,

\* Waterston's Statistics.

† Hinton. Reuss.



and 5, 2,984,143 dollars, or 671,432*l.* ~~currency~~. For the three years following the last war, which entirely suspended their fishery, the average value was 1,301,000 dollars, or 292,730*l.*\* Much vaunted, therefore, as their fisheries have been, the value exported seems never to have equalled, and is now but about half, the present amount of similar exports from the British colonies.

#### THE FRENCH FISHERY.

Not only France, but both Spain and Portugal, appear to have been engaged in the Newfoundland fisheries, before they had attracted the enterprise of British subjects, or come to the knowledge of their government. In the year 1578, when Great Britain had but 15 vessels employed in that quarter, France had 150, Spain 100, and Portugal 50.†

Previous to the capture of Cape Breton, the French fisheries are stated, in 1775, to have produced about 1,149,000 quintals of dried fish, and 12,465 hogsheads or 3,116½ tuns of oil yearly, (together valued at 981,692*l.*), and to have employed 564 ships and 27,520 men ‡ The following account will show the condition of the French fishery in those waters, at the periods of the commencement of the American and French revolutions and its progress since the peace.

\* Seybert, and Pitkin's Statistics.

† Anderson.

‡ Macpherson.

*Account of the French Fishery in the Gulph of St. Lawrence.*

Years.	Vessels.	Tons.	Boats.	Men.	Fish caught.	Oil.	
					Quintals.	Tuns.	Hogshds.
1765	317	39,595		14,312	488,790		3,249*
Average of 1772, } 3, & 4 . . . }	262	34,039	1,511	14,953	36 ,505		3,807*
Average of 1787, } 8, & 9 . . . }	72	17,240	1,275	7,049	204,950	442*	
Average of 1817, } 18, & 19 . . }	254			7,517†			
Average from } 1820 to 1827 }	214			7,233†			

In 1826 their whole cod-fishery employed 350 vessels, 40,016 tons, and 10,199 seamen; and in 1829, 400 ships were sent out. But about 90 of these seem to have been engaged on the banks of Iceland.†

It appears, by a late statement of the Minister of Commerce in France, that the produce of the fisheries in these waters has, on the average of the last five years, been 245,000 quintals. Of this 27,000 cwt. have been sent directly to the French West Indies; 17,000 cwt. to Spain, Portugal, and Italy; 160,000 consumed in France; and the remainder re-exported to the French colonies.§ The average value in

\* Macpherson. † M'Culloch's Commercial Dictionary.

‡ M'Culloch.

§ According to private sources of information, the French Government have been sufficiently careful to avoid any exaggeration on the above statement. It is even said, that had the averages there given been doubled, they would perhaps have been still exempt from any such imputation. If the difficulty of collecting entire accounts be so great, when so large a bounty is paid, it may be conceived how great is the portion of British fishing which makes no appearance in the returns of customs.

a French port is stated to be 25 francs per cwt. The number of seamen employed in all French fisheries somewhat exceeds the number employed in the whole Mercantile Navy of France. This fishery has since the peace been supported by enormous bounties, amounting to 60,000*l.* a year, which, though now reduced, are still very large. However extravagant may seem this method of forming a marine, it is, after all, perhaps more economical than that which Napoleon adopted from necessity, but which some writers among us recommend<sup>in</sup> in preference, training seamen in ships of war, and supporting them in this unproductive labour entirely at the public expense. France has very recently had occasion to know the advantage of this policy, and of the Newfoundland fishery. The expedition to Algiers, the most splendid and successful maritime armament ever dispatched from that country, would never have been able either to rally after the storm which dispersed it, or even to set sail from their shores, but for the seamen and fishers from the Gulph of St. Lawrence.

#### THE BRITISH COLONIAL FISHERIES.

The earliest notice of the fisheries of Newfoundland is recorded of the year 1517, when a British ship, in search of a north-west passage to Cathay, is reported to have met fifty sail of French, Spanish, and Portuguese ships so employed in those waters. But from about the middle of the sixteenth century British ships appear to have resorted thither to fish in "*no small*

*numbers,"* as the Charter to Lord Chief Baron Tanfield, and Sir Francis Bacon, and others, expresses it. Since that period almost all the information preserved respecting the fishery will be found in the following table. It is sad to know so little, but well to recollect so much.

FISHERIES.

67

Years.	Ships.	Tonnage.	Boats.	Tonnage.	Men.	Fish caught. cwts.	Fish exported.	Salmon exported. Tierces.	Oil. Tuns.	Value.
1578.....	15									
1615.....	150									
1622.....	170									
1626.....	150									
1670.....	102				9,180	200,000				£386,400
1731.....										
1735.....	400	36,000	2,000	20,000	20,000	600,000				£500,000
1765.....	397	38,548			9,836	532,512	493,654	1,172	2,384	
1767.....	350	33,951	1,523		14,092	553,310	533,620		2,612	
Average of 1772, 3, 4..	403	33,409	1,911		16,873	745,679		2,592	2,666	
Average of 1787, 8, 9..	402	33,408	1,911		16,856	745,345		3,399	2,267	

\* Anderson. Macpherson.





As the colony of Newfoundland is principally engaged and almost entirely dependent upon the fishery, a more particular statement seems required of the trade of that island.

*Account of the Trade of Newfoundland. (a)*

Years.	Exports.					Tonnage to			TOTAL, including all other Parts.
	Quintals.	Barrels.	Kegs.	Oil, Tuns.	Seal Skins.	United Kingdom.	South of Europe.	West Indies.	
Average of 1790, 1, 2, . . . .	656,800	6,276		1,891					58,420*
Average of 1798, 9, 1800	382,881	2,223		2,131		5,271 †		5,681 †	
1805. . . . .	526,380	5,876				12,386	7,868 †	5,715	
1810. . . . .						26,045 §	18,961	10,812	
1815. . . . .	1,245,808	5,380	1,892	8,225	141,374	14,181	26,130	14,960	
1820. . . . .	899,729	4,913	20,026	8,224	221,334				91,310 ¶
1825. . . . .	973,464	3,796	6,680	7,806	221,510	14,447			
1830. . . . .	760,177	1,799	3,606	12,371	559,342	22,215	22,494	10,628	92,767

(a) Macpherson, and Official returns.

\* In 1791.

† In 1800.

‡ In 1806.

§ In 1808.

|| In 1814.

¶ In 1821.

Of the Whale fishery carried on in the Gulph, except so far as its production of oil is included in the foregoing returns, no definite accounts can here be given. Establishments for that purpose exist to some extent, and principally in Fortune Bay and the Bay of Chaleur, connected with mercantile houses in the United Kingdom, and Jersey, and Guernsey. The employment proves profitable and is increasing. The whales are small, but two or three hundred are killed in a year. The annoyance and incroachments made by the Americans upon this fishery are constant and unavailing complaints. Ships have also of late been occasionally dispatched from the lower ports to pursue the whale fishery in the southern seas, but the number is yet inconsiderable, and their success moderate.

There is another department of the colonial fishery which has originated within no distant period, and is now becoming of great extent and importance. The large fields of ice, which in the months of March and April drift southward from the Polar seas, are accompanied by many herds of seals: these are found sleeping in what are called the *seal meadows* of the ice, and are there attacked with fire-arms or bludgeons, and slaughtered in great numbers. For this purpose the fishermen of Newfoundland, from which island these voyages are principally made, without waiting till the return of spring shall have opened their harbours, saw channels through the ice for their vessels, and set sail in quest of those drifting fields, through the openings of which they work a passage, attended with great difficulties and dangers, till they encounter their prey on the seal meadows. This bold and hazardous enterprise seems well compensated by its

success. The number of seals thus taken is almost incredible, and is greatly on the increase. During the three years last elapsed, the whole number of seals taken by the Newfoundland fishermen was as follows :

*Seal Fishery.\**

Number taken.

1829 . . . . 280,613

1830 . . . . 553,435

1831 . . . . 748,735

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1,582,783

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The number of vessels employed in this fishery from Newfoundland, in 1831, was 115; and in 1832, 159; being an increase of about 3,400 tons. The seals taken in the last year are reported to have been fewer in number, but better in quality.

From the foregoing statements it is seen, that while the French and American fisheries have revived anew since the peace, and have been constantly increasing for the last fifteen years, the British have either remained stationary or even declined.

The result on either part is owing to the same cause: a cause scarcely credible, were not its operation too habitual to be regarded, and its importance too distant to be known. Great Britain, who owns, supports, and defends these colonies and fisheries, and has derived from them the principal means of defending herself, gave up at the conclusion of the war, to her vanquished opponents, the most valuable portion of her colonial coasts and waters. To the French, in 1814, she conceded the northern <sup>east</sup> and western shores of Newfound-

\* Colonial accounts.

land, from Cape St. John to Cape Raye. To the Americans, in 1818, she gave up the right of taking fish on the southern and western coasts of the same island, from the Rameau Islands to Cape Raye, and from Cape Raye to the Quirpon Islands, on the Magdalen Islands, and on the whole coast of Labrador, from Mount Joly northward to the limits of Hudson's Bay, together with the liberty of using the unsettled parts of Labrador and of the southern shores of Newfoundland, for drying and curing the fish. These concessions, in their own nature sufficiently injurious to British interests, have been rendered far more oppressive, by the interpretation which the French government have put upon the rights thus yielded to France. They assert theirs to be an exclusive fishery, belonging to France alone, within the limits assigned, where they deny to British subjects a right to catch a fish or drive a stake; nor do they hesitate to maintain their claim by force and arms, their fishermen, and even their men-of-war, compelling our unarmed and unprotected fellow subjects to abandon those coasts, as if they were not our own. Nor has this violence been limited to the coasts only: the French have even penetrated into the interior, ascending rivers to the distance of fifteen and twenty miles, and have broken up and destroyed the British establishments for the salmon fishery, of great value and long continuance, and have usurped those stations for themselves. British fishers are consequently driven to the shores of Labrador, a longer voyage, where the quality of the fish, and the means of drying and curing them, are far inferior. The north-eastern coast of Newfoundland happens to be precisely that, which is most exempted from fog.

The same winds which envelope other parts of the island in damp and mist, leave this portion clear and dry. A circumstance unknown, apparently, or unregarded by those, who, in addition to other concessions of land and water, seem thus to have also given away the light and heat of the sun. The consequence is, that in the curing of our fish a great part is destroyed by the fog and damp; while the French fishermen, in addition to the abundance and quality of their fish, possess and monopolize the still greater advantage of the clearest and sunniest coast.

As this is a matter of the very highest importance to the British fisheries, and must soon lead to discussions between the two governments, it is worth the while to trace and examine the grounds upon which the French pretensions rest, or are made. By the treaty of Paris, in 1814, "*The fisheries which France possessed on the 1st January, 1792, in the seas or on the continent of America,*" were restored "*to the same footing*" as at that period. Such are the expressions of the treaty. The rights of France, in 1792, were derived from the treaty of Versailles, in 1783. By that treaty, *France renounced the right of fishing, which belonged to her by the treaty of Utrecht, from Cape Bonavista to Cape John, on the eastern coast of Newfoundland; and Great Britain consented that the fishery assigned to French subjects should begin at Cape John, and passing northward, descend on the western coast, and reach to Cape Raye, and be enjoyed as the former fishery, under the treaty of Utrecht, had been enjoyed.* This treaty of 1783 was accompanied by a *declaration* on the part of the British minister, stating that his Majesty would pre-



vent his subjects from interrupting in any manner, by their competition, the fishery of the French, during the temporary exercise of it granted to them on the coasts of Newfoundland; that the settlements "*which shall be formed*" should be removed; the French uninterrupted in cutting wood for repairing their scaffolds, huts, and vessels; and that the thirteenth article of the treaty of Utrecht, and the method of carrying on the fishery, which had at all times been acknowledged, should be the plan upon which the fishery should be carried on there: *the French fishermen building only their scaffolds, confining themselves to the repair of their fishing vessels, and not wintering there; and the British not molesting in any manner the French during their fishing, nor injuring their scaffolds during their absence: and that the fishery between the islands of St. Pierre and Miquelon (ceded to France), and Newfoundland, should be limited to the middle of the channel.*

With this, His Most Christian Majesty, in a counter declaration, stated himself to be perfectly satisfied: adding, that *in regard to the fishery between the island of Newfoundland and those of St. Pierre and Miquelon, it is not to be carried on by either party, but to the middle of the channel; and his Majesty will give the most positive orders that the French fishermen shall not go beyond this line. His Majesty is firmly persuaded that the King of Great Britain will give like orders to the English fishermen.*

By the treaty of Utrecht, the French possessions in Newfoundland were ceded to Great Britain, and the French were to be allowed to catch and dry fish on that part of the island which stretches from Cape Bo-



navista, round the northern extremity, and down the western side as far as Point Riche; with the privilege of erecting, on that part of the coast, stages and huts necessary and useful for drying their fish, during the fishing season.

In neither of these treaties or declarations, it is conceived, is there any stipulation for an exclusive fishery on the coasts of Newfoundland, nor can even any such implication be deduced from the terms employed, nor any presumption raised that such was probably the intention of the high contracting parties. On the contrary, where even a pretension of that kind was entertained by France herself, she seems to have been sufficiently careful and explicit in the terms used to record it; viz.—*in regard to the fishery between Newfoundland and St. Pierre and Miquelon: that it was not to be carried on by either party but to the middle of the channel, and the French would give, and trusted Great Britain also would give, orders to that effect.*

It is true that acts of parliament were passed after the treaties of 1783 and 1814 (28 Geo. 3, c. 35, and 5 Geo. 4, c. 51), enabling his Majesty *to remove, if it should be necessary, all stages and other works, erected by British subjects for the purpose of fishing, between Cape St. John and Cape Raye, and also all their ships, vessels and boats found within those limits; and* subjecting those who refused to depart, when required, to a penalty of £200, if prosecuted within twelve months. But these statutes are expressly declared to be passed for enabling his Majesty to fulfil the purposes of treaties, *and to make such regulations as were expedient* respecting the fishery. A similar power of

removing persons is also given by the 59 Geo. 3, c. 38, passed to enable his Majesty to fulfil the Convention of 1818 with the Americans; yet that government has never imagined itself to possess, in consequence, any exclusive rights. It is evident that the only object of these statutes, as far as affects the present question, was to enable his Majesty the better to fulfil that part of the treaty and declaration, (if indeed the latter was not a voluntary act, and excluded from the treaty, that it might not be obligatory or irrevocable,) as to the preventing British subjects from interrupting the French, and to obviate "the inconvenience which might arise from competition," as the title of the first mentioned statute expresses it; and if the statute has any further extent, it is with respect to France purely gratuitous, and can never have the construction or effect of enlarging a treaty with a foreign power. The very word "*competition*," which so frequently occurs in these acts and treaties or declarations, implies the exercise of a concurrent fishery; and every provision made that the French might not be interrupted, shows that the British were not to be excluded, as their presence and concurrence alone could create any fear of interruption.

On moving and explaining the first of these acts, in 1783, Mr. Pitt expressly declared in the House of Commons, that *there was no engagement to give France an exclusive fishery*, within the limits assigned; dwelling upon the distinction between that sort of concurrence which molested, or tended to molest, and that which did not. The original contract of the treaty of Utrecht seems never to have been considered, by either

party, to have ceded any exclusive fishery. It was treated as a concurrent right in the complaints of the French ambassador in the year 1764, as is believed, and, as is evident, it was so treated by the Board of Trade in their instructions the year after, founded upon those complaints. There is, indeed, in the expressions of the treaty of 1814, something so loose and indefinite, that France may possibly found her present claim either upon the terms of former conventions, or upon the actual possession and condition in which she held this fishery in 1792. If she stands upon her former right, the terms of treaties already cited appear a sufficient answer. If it be her actual possession in 1792, on which she rests her pretensions, it is a fact, which may be asserted without fear of contradiction, that neither then, nor at any previous time, since the treaty of Utrecht, had France an exclusive fishery within the limits assigned to her, but a concurrent right was continually claimed, and exercised, by the British fishermen.

The most singular part of the question is, that Great Britain, by the convention of 1818, conceded to the United States the liberty of taking fish, in common with British subjects, within the greatest portion of the limits assigned to the French in 1814; which liberty, when infringed upon by the French, was defended by the Americans with armed ships, and is now peaceably and concurrently exercised by them both. Thus, it seems, we may grant to others what we might not have used ourselves; and while we are perplexed for arguments to prove our right to our own waters and dominions, the portion which has been

ceded to another power is without hesitation asserted and established by force.

It is however to be observed, that these claims and incroachments of the French were made under the dynasty of the elder Bourbons, always considered more ambitious of extending the colonial and maritime power of their kingdom, than scrupulous as to the means. But since, under the liberal principles of the Revolution, the best understanding now so happily prevails between that Government and our own, it will not, it is hoped, be difficult to induce France to waive so futile a pretension, and cease to molest and annoy our fishermen upon our own coasts, engaged in the most harmless and useful occupation of multiplying the comforts of life and the means of subsistence.

To these disadvantages of the British fishery, from concession and interruption, others have been added, by the high duties imposed on our fish in France, the United States, and some other countries; most of which would undoubtedly have been too happy to have reduced those impositions, as a purchase either of the fishery in our waters, or of the abatements lately made in our duties upon their productions. But, apparently, it has been thought more politic, or more dignified, first to make the concession on our part gratuitously, and expect, on theirs, a gratuitous return. Nor is this the worst. The prevailing theory of trade is not only opposed to stipulating for new markets, but utterly indifferent to those already possessed. By an unsolicited change of the wine duties, by charging the rate not according to the value, but according to measure and quantity, (an apparently equal, but really

unfair, discrimination in favour of foreigners, who exclude our manufactures, and of that class among ourselves, which is least engaged in their production, and best able to bear the burthen of taxation), by thus discouraging an old ally, and repulsing a constant customer to the amount of £2,000,000 yearly, for the sake of alluring one who wants nothing of us, buys but about the annual amount of £400,000, and pretends to rival us in every industry, and oppose in every advancement; by this policy, in addition to many other evil consequences, we have now incurred the risk of losing the only foreign market, in which the British fishermen were received with favour. Portugal has hitherto allowed in her duties a discrimination of fifteen per cent. to the preference of British fish, of which, in consequence, some 3 or 400,000 of quintals have been annually sold in her harbours. That this preference will still be continued is uncertain and improbable; if it be, the British fisheries will in future be indebted for it rather to the forbearance of a foreign government, than to the fostering care of our own. It has lately been asserted, on high authority, that this preference was of no advantage. Maxims, which would speedily bring a counting-house to bankruptcy, are expected to lead a great empire to wealth and happiness.

Among so many more legitimate subjects of complaint, it seems scarce worth the while to mention the withdrawing of bounties on the British fisheries, and their continuance to the French and American. The effect of this circumstance has been something mitigated by



small colonial bounties, which some of the local legislatures have granted, in order to sustain their share of the fishery in the Gulph of St. Lawrence; but these are expenses, which they now appear, either willing to abandon, or unable to support.

Notwithstanding all these causes of regret, it is a subject of congratulation, that the British colonial fisheries have, by unwearied industry and enterprise, been so far sustained, as still not only to equal the production of either of their rivals, but even to surpass that of both of them together. If the internal consumption of fish in North American colonies may be taken at 350,000 quintals, the export, on the average of late years being about a million, an aggregate is made exceeding both the quantity caught by the French, which is stated by their government to be 245,000, and the quantity caught in the Gulph by the Americans, which is estimated at 1,100,000 quintals. If the quantities exported, by each of the three competitors, be regarded as the criterion of their profit from the fisheries, the comparison is still more favourable to the British; the whole export of the Americans appearing under 250,000, which added to the French would still make less, by from 3 to 500,000, than the quantity yearly exported from the northern colonies. If the fisheries be estimated according to the values above given to the British and American, and the French dried fish be appraised at their average price in France, and the oil they make, may in the absence of all accounts be assumed to be equal to 750 tuns, the amount fished up annually by each, and all these three



powers, from the waters of British America, will stand thus —

British fishery .	£834,182
American . .	552,500
French . . .	261,875
	<hr/>
	£1,648,557
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### TRADE AND NAVIGATION.

In reviewing the progress and present state of the northern colonial commerce, and of the shipping it employs, some former period must be selected for a term and measure of comparison, and none appears so proper as the year 1806. It was, in fact, from that date that the colonial system, which had been intermitted during the war, was restored, after the hostilities, waged by some countries, against the power, by others against the commerce of Great Britain, had given her the severest lesson of the miseries and dangers of foreign dependence. In 1807, the Americans, in their wisdom, as the phrase is of their public acts, interdicted all intercourse with the British dominions, and renounced the commerce of the sea. The intercourse between the northern and southern colonies immediately revived. War with Prussia had preceded this, war with Denmark followed, and the ascendancy of France, and the extension of the continental system throughout the north of Europe, caused such embarrassment and dismay in this country, that its ministers seem to have resolved never again to

suffer it to depend upon precarious sources of supply for articles of the first necessity. To the continental system of France, and the non-intercourse of America, was opposed the colonial system of Great Britain, and it discomfited both. For these reasons only comparisons are here instituted with the epoch of 1806, which also represents a fair average of several preceding years.

The most accurate criterion, as well as the most interesting view, of the increase in trade of these provinces, is that presented by returns of the tonnage, employed by their exports. Wherever further accounts of quantities or value could be found they are here inserted, under distinct heads of the several divisions of Canadian commerce, with the United Kingdom, with the British West Indies and other possessions, with foreign countries, or, among the northern colonies with each other. This, however, should be preceded by a statement of the registered tonnage, owned in each colony, at the respective periods of comparison.

*The Registered Tonnage of the Northern Colonies in the years,*

	1805.*			1806.*			1830.†			1831.†		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
Quebec . . . . .	292	15,874	1,234	291	17,583	1,062	332	28,372		347	30,975	
P. E. Island . . . . .	18	957	51	17	896	46	130	7,491		135	7,661	
St. John's, N. F. L.	169	7,756	1,083	178	9,011	842	477	29,931		498	31,446	
St. John's, N. B. } and St. Andrew's . . . . .	133	12,979	895	112	12,371	724	297	29,275		300	32,406	
	761	38,933	3,641	667	32,082	2,384	1,226	72,216		1,299	83,981	
Halifax . . . . .	1,373	76,474	6,904	1,265	71,943	8,058	2,557	176,040		2,672	193,876	

\* Moreau,

† Official returns.

## TRADE WITH THE UNITED KINGDOM.

Of all by far the most important is the home trade with the Mother-Country, which affords not only the best, but almost the only, market for the staple productions of these Colonies, and returns what they would be unable to purchase in any other manner, nor perhaps procure at all, unless indeed a change of policy in the Imperial Government should drive them to manufacture for themselves.

The following accounts will exhibit the value and the amount of this intercourse, at the former period just mentioned, and at the present time.

*Official Value of the Imports to and Exports from the United Kingdom to and from the Northern Colonies.\**

	IMPORTS.	EXPORTS.		
		British.	Foreign and Colonial.	Total.
1805.....	293,515	649,042	196,020	865,311†
1806.....	330,092	746,129	191,425	950,662†
1830.....	1,149,146	1,874,868	257,113	2,131,981
1831.....	1,265,849	2,315,765	303,797	2,619,563

\* Official Returns.

† The total of the two years 1805 and 1806, comprehends the exports to Hudson's Bay, not included in the divisions of British and Foreign articles.

*Quantities and Real Value of the Produce and Manufactures of the United Kingdom exported to the Northern Colonies, 1830.\**

	Quantity.	Declared Value.
Cotton . . . . . yards	11,434,448	£.349,256
Earthenware . . . . . pieces	2,299,720	33,177
Glass . . . . . cwts.	17,326	60,234
Do. . . . . value		583
Hardware and cutlery, cwts.	23,923	110,185
Iron and steel . . . . . tons	7,879	98,582
Leather . . . . . lbs.	410,019	65,247
Linen manufactures, . . yds.	2,215,109	81,960
Salt . . . . . bushels	1,331,564	21,941
Silk manufactures . . . value		71,613
Soap and candles . . . . . lbs.	1,157,667	27,693
Woollen manufactures, pieces	74,771	244,372
Do. . . . . yards	1,052,411	67,523
All other articles—.. value		594,767
		<hr/> £.1,827,133 <hr/>

*Timber and Ashes exported from the Northern Colonies to the United Kingdom.\**

	1806.	1830.
Ashes . . . . . cwts.	31,359	200,585
Battens . . . . . gt. hds.	8	953
Deals . . . . . gt. hds.	693	19,652
Lathwood . . . . . fathoms	0	5,415
Masts, &c. under 12 inches,	554	3,655
Masts, &c. of and over 12 inches . . . . . loads }	224	1,297
Oak plank . . . . . loads	0	82
Staves . . . . . gt. hds.	13,888	59,255
Timber . . . . . loads	15,149	385,472

\* Official Returns.

*Other Articles.*

	1806.	1830.
Butter and Cheese.... lbs.	0	134
Corn, wheat ..... qrs.	9,787	58,963
other ..... qrs.	0	2,649
Flour and meal .... cwts.	45	61,916
Furs ..... no.	455,828	599,681
Hides ..... cwts.	4,034	1,052
Oil, Castor ..... lbs.	687	39,408
Do. Fish ..... tuns	5,920	10,500
Do. .... hds.	2	271
Do. .... galls.	114	69
Seeds ..... bushels	4,467	3,138
Skins..... cwts.	0	30
Do. .... no.	130,808	384,922
Tobacco ..... lbs.	0	33,899
Wax ..... cwts.	0	104
Whale fins ..... cwts.	13	89

In giving accounts of the navigation employed in the trade of the Northern Colonies, it should be remembered, that, unless where otherwise specified, the whole tonnage mentioned is of British shipping, with the exception of a single foreign ship from Quebec to the United Kingdom in the year 1820.



*Number of Ships, Tons, and Men, employed in the Trade of the Northern Colonies with the United Kingdom.\**

	1805.						1806.					
	Inwards.			Outwards.			Inwards.			Outwards.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
Quebec . . . . .	69	14,139		69	15,076		87	20,404		79	19,041	
P. E. Island . . . . .	1	100		1	121		6	1,572				
St. John's, N. F. L.	215	28,901		116	12,386		225	29,669		131	14,717	
St. John's, N. B. }	17	3,679		15	3,687		19	5,505		23	6,818	
St. Andrew's . . }												
Halifax . . . . .	41	7,934		44	9,824		68	15,413		55	11,836	
	343	54,753		245	41,394		405	72,563		288	53,412	

\* Report of the Committee on the Timber Trade, 1821.


## HOME TRADE.

*Number of Ships, Tons, and Men, employed in the Trade of the British Northern Colonies with the United Kingdom in 1830, 1831.\**

	1830.						1831.					
	Inwards.			Outwards.			Inwards.			Outwards.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
Quebec.....	738	205,659	9,319	859	238,273	10,643	887	249,340	11,266	918	257,997	11,573
P. E. Island.....	33	7,199	339	30	6,149	292	26	5,091	230	24	5,257	240
St. John's, N.F.L.	251	34,903	2,001	177	21,440	1,205	257	34,704	2,024	164	19,728	1,203
St. John's, N.B....	499	149,266	6,825	575	170,521	7,636	423	128,669	5,840	482	143,951	6,453
St. Andrew's.....	68	19,414	895	73	19,701	896	44	12,949	617	58	16,112	745
Halifax.....	107	28,545	1,326	97	24,800	1,125	95	27,363	1,288	67	19,184	963
Total....	1796	445,086	20,705	1811	480,884	21,797	1648	443,795	20,491	1661	453,455	20,656

\* Official Returns.

Great and surprising as these numbers must appear, this trade is far from what it might speedily become. A glance at the map is sufficient to demonstrate that the main natural outlet, as well of the American Mediterranean waters, as of the exports borne over their surface, is through the banks of the St. Lawrence, and beneath the walls of Quebec. These advantages of nature have already been vastly improved, and will soon be perfected, by stupendous works of art, which at once secure the defence of the country in war, and facilitate the labours and intercourse of peace. The immense and fertile regions in the interior are rapidly becoming peopled by emigrants from these kingdoms. The neighbouring states of Western America are already far advanced in population and production; and the canals which they are opening from the valleys of the Ohio and Mississippi to the Lakes, will render the St. Lawrence the great channel of communication with the whole interior of the northern continent.



### THE WEST INDIA TRADE.

THE intercourse between the West Indian or southern colonies, and the northern or Canadian, ranks next, though far inferior, in importance to the trade of each with the United Kingdom. The following are such statistics as could be collected of the commercial exchange, and of the tonnage employed, between these two divisions of the empire, during the same years, 1830 1831, compared with the period of 1806.

*Exports from the Northern to the Southern Colonies in*

	1806.*	1831.†
Corn..... bushels,	2,578	
Bread and Flour..... barrels,	1,176	
Beef and Pork..... do.	1,535	
Fish..... quintals,	113,961	
Do..... barrels,	36,741	
Butter..... firkins,	337	
Cattle..... no.	2	
Boards..... feet,	811,315	
Shingles..... no.	295,225	
Staves.....	327,326	
Hoops.....	0	

*Imports into the Northern Colonies of the principal articles of West Indian production in*

	1806.*	1831.†
Sugar.....lbs.	1,805,590	
Molasses.....gals.	163,107	
Coffee.....lbs.	66,375	
Rum.....gals.	888,706	

\* Official Returns, Edwards' West Indies.

† All endeavours to procure returns for 1831 have proved unavailing. Colonial journals, however, give the following account of imports into Quebec, Halifax, and St. John's, N.B. From St. John's, N. F. L., P. E. Island, and St. Andrew's, no accounts have been received.

*Imported into Quebec, Halifax, and St. John's, N. B., in 1831.*

Sugar.....lbs.	11,367,083
Molasses.....gals.	789,186
Coffee.....lbs.	230,540
Rum.....gals.	2,568,741

*Number of Ships, Tons and Men employed in the Trade of the Northern with the Southern Colonies in the Years 1805, 1806.\**

	1805.						1806.					
	Inwards.			Outwards.			Inwards.			Outwards.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
Quebec .....	21	2,927		12	1		17	2,386		13	1,787	
P. E. Island.....												
St. John's, N. F. L.	48	4,950		51	5,715		47	4,950		54	6,463	
St. John's and St. Andrew's, N. B.	14	1,340		22	3,296		15	1,682		25	4,442	
Halifax .....	42	4,641		50	55,79		44	4,405		69	7,992	
Total....	125	13,858		135	16,211		123	13,423		141	20,684	

\* Official Returns.

*Number of Ships, Tons and Men employed in the Trade of the Northern with the Southern Colonies  
in the Years 1830, 1831.*

	1830.						1831.					
	Inwards.			Outwards.			Inwards.			Outwards.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
Quebec .....	63	9,710	529	57	8,113	453	57	7,940	443	54	7,259	417
P. E. Island .....	6	696	37	9	878	49	4	594	29	4	373	20
St. John's, N. F. L.	83	8,826	582	93	10,628	688	54	5,605	379	71	7,821	515
St. John's, N. B...	75	14,530	665	60	10,334	501	39	6,819	308	64	10,869	512
St. Andrew's ....	90	16,871	809	150	26,180	1,319	56	9,739	456	100	17,997	859
Halifax .....	304	30,980	1,806	317	32,356	1,979	276	27,843	1,621	296	30,577	2,751
Total....	621	81,613	4,428	686	88,486	4,989	486	58,540	3,236	589	75,896	5,074



As upon comparing, in the last tables, the year 1806 with the year 1830, the effects of adhering to the Colonial System may be understood, so by comparing the trade of 1830 with that of the succeeding year, may be seen some of the consequences of the vacillation and change of that system, in consequence of the late arrangement with the American Government, and the revocation of the Order in Council of 1826, to which, Mr. Huskisson is reported to have said, that sooner than set his hand, he would have cut it off, and cast it from him. Under the protection of that order, the British tonnage employed in this trade from the Northern to the Southern Colonies had increased from 36,082 tons, in the year 1825, to 105,436 in 1829.

*View of the Trade between the Northern and Southern Colonies at the several periods of 1825, (when the Americans were admitted under the 6 Geo. IV. c. 114), of 1828 and 1829, (when they were excluded under the Order in Council in 1826), and of 1831, (when they were admitted by the revocation of that order in November, 1830.)*

	Inwards.		Outwards.	
	Ships.	Tons.	Ships.	Tons.
1825* . . . . .	327	37,654	315	36,082
1828† . . . . .	679	78,601	727	96,731
1829† . . . . .	745	93,221	807	105,436
1830† . . . . .	768	95,205	743	95,196
1831* . . . . .	486	58,540	589	75,896

\* Official Returns.

† The account of the three years is taken from the late Parliamentary Report on the West India Colonies, and differs somewhat from other official statements.

The effect of the arrangement with the United States was felt in the latter part of 1830, by the sudden repeal of the American restrictions, and the revocation of the Order in Council, which immediately followed, must have come into operation with the year 1831. The consequences have been all that were foreseen and told, on the part of the northern colonists. In the first nine months of the last mentioned year, 30,000 tons of American shipping, and but 15,000 British, were employed from the United States to the British West Indies outwards, and the same amount of American, and but 20,000 British inwards; \* a proportion of three to two in the <sup>latter</sup> ~~former~~, and two to one in the <sup>former</sup> ~~latter~~, in favour of the Americans. The intercolonial trade, it is seen, has declined above one-fourth. The West Indies have found their supplies neither better, nor more abundant, nor cheaper. Prices have nominally been nothing lower, and really have been much higher; for the Americans have taken little in return but specie from the West Indies, and as that exportation depreciates the prices of all their own productions, it must be the same thing in this respect, whether the price of what they buy rises, or the price of what they sell declines.

The real character of such a measure, as well as of the contrary policy, may, perhaps, admit of the following illustration. That there are, among the native tribes of Canada, persons of great sagacity, has often been remarked; but some of them have also a degree of information far beyond the curiosity they discover for acquiring it, or the means they are believed to possess. In particular, the relations of this country

\* President's Message.

with the United States, seem to be understood by them quite as well, at least, as by some, in whom such knowledge was more requisite. To a Chief of this character, a man grave in years and wisdom, a traveller was recently explaining the terms of the commercial arrangement above mentioned, and recapitulated the inducements offered on the part of the Americans, and the advantages conceded on ours. The old man, with a slight expression of scorn, succeeded by a deep sigh, answered, ‘ The Americans, brother, treat your ministers, as they do our hunters. In purchasing furs of us, they bring very good scales, but have often lost or forgotten the weights. On such occasions, they assure us that their right foot weighs just a pound, and their right hand half a pound.

‘ Verily the Americans are a wise people, and if there be truth in the tradition of our fathers, so are the Beavers. For the Beavers on a certain stream are said to have once proposed, in a treaty with the Fish, that the Beavers, on their part, should have free liberty to enter and use the waters, and the Fish, on theirs, to come on shore. Nothing could appear to be more reciprocal, nothing more strictly mutual. Some old Sea-fish, indeed, had got an idea that it might intercept the communication between them and their young fry, in the lakes above; but all the Gudgeons, Boobies, Noddies, to a great majority, were in favour of the bargain, being principally directed by certain Flat-fish, who having always been in the habit of creeping to the bottom, which they justly said was a mere continuation of the shore, professed some experience of this measure, and declared that

‘ by such a treaty, food would be obtained, cheaper and better, and more abundant. The treaty was accepted ; the Beavers entered, dammed the stream, and preyed upon the Fish. But what advantage the Fish derived from the reciprocity on their part, remains to be discovered.’

And how, he was asked, should the American propositions have been treated, by your advice? The Chief cast his eyes a moment on the ground, and replied in another apologue.

‘ A Bee-hive being in commotion, the Wasps in the neighbourhood sent to offer their assistance, urging that they could work cheaper than the Bees, and carry heavier burthens, and fly faster, and were, besides, originally of the same family, differing only in the length of their bodies, and the twang of their voice. And certain Drones supported the proposition, being of opinion, that over-production was the great evil, and to find consumers, the chief want in the economy of Bee-hives; and they said that it was an intercourse which God and nature had willed, and that either the Wasps would work for nothing, or, if paid, take honey in return, to get rid of which was the object, no matter who took it. Let the Drones turn out, cried the Queen-Bee, and the Wasps never enter; for whatever our carriers consume, supports the common race, whatever they lay up, increases the common stock; and though they may fly slower, or go further, and carry dearer, yet do they bear, not burthens only, but stings, to be used against the Wasps. But this hive is too small for our numbers, and we must send forth a swarm.’



It must not, however, be forgotten, that it seems never to have been the intention of the late administration, that the opening of the Colonial trade to the Americans should operate as a sole and separate measure; but coupled with a revision of the act 6 Geo. 4, c. 114, and of Mr. Huskisson's schedule, which experience had proved utterly inefficient, and in many respects prejudicial to the objects there proposed. Some progress had been made in this revision, when the present ministers succeeding to office, other alterations were made, no way objectionable, but one the most deplorable, and, it is conceived, injurious, viz. limiting the new and only efficient protecting duties to the years 1834 and 36. Thus, though change, and fluctuation, and uncertainty, have been not the least among the evils heretofore complained of in this intercourse, those evils are repeated and prolonged, even in its final adjustment; and though the experience of ten years has demonstrated the inefficiency of the former schedule, to that the trade seems in a short time doomed to return.

An interesting statement of the results of the recent arrangement has lately appeared in the American journals. The diligence and minuteness with which that government collects and examines statistics, and the sagacity of their inferences therefrom, seem to evince that they choose rather to deduce principles from facts, than to defy facts to differ from principles, and may, perhaps, serve also to explain their uniform success in negotiating commercial arrangements.

The following is a summary of principal facts in the statement just mentioned.

*Tonnage from the United States to the British West Indies.*

	British.	American.
Average of 1828, 1829, and 1830 (the Bahamas only being open) . . . . .	104	5,262
Year 1831 (all the Colonial ports open)	17,903	40,922

*Tonnage from the United States to the British, Swedish, and Danish West Indies, and to the Northern Colonies.*

	Average of 1828, 1829, and 1830 (the Bahamas only being open.)		Year 1831 ending 30th September (all the Colonial ports open.)	
	British.	American.	British.	American.
British West Indies	104	5,262	17,903	40,922
Danish do. . . . .	153	59,085		41,730
Swedish do. . . . .		24,419	117	7,199
N. A. Colonies ..	11,831	91,539	74,776	79,364

The only conclusion to be drawn with any certainty from these statements appears to be, that as the decline in the American trade to the neutral islands is of 34,575 tons, and the increase to the British islands is 35,660, they have merely transferred the destination, without making much addition, to their shipping employed in the West India trade. The effect of which, therefore, upon British tonnage, would be only to put out of employment an equal amount heretofore engaged in carrying supplies from the neutral islands to our own.

Whether this account, which appears to be official, be correct in other respects, no means of ascertaining are at hand, but as far as relates to the trade with the Northern Colonies, it differs widely from the following return of the British customs; though that difference



may partly be accounted for, by the different periods taken in the respective countries for the termination of the year.

*Tonnage between the British Northern Colonies and the United States.*

	1830.		1831.	
	Inwards.	Outwards.	Inwards.	Outwards.
	Tons.	Tons.	Tons.	Tons.
British Vessels ..	32,809	20,755	36,307	27,182
Foreign do.....	52,804	54,633	16,567	15,724

It may be suggested, as an approximation to accuracy, that this account should be substituted for that of the American statement, as far as relates to the trade with the Northern Colonies: but unfortunately for this purpose, the year 1830 in the British returns ends with the 31st of December in that year, and consequently includes three months after the American ports were thrown open. If, however, it be permitted to adopt the average for the years 1828, 29, and 30, from the American statement, in which the year ending with the 30th September excludes those three months, and assume 11,831 tons to be the amount of British tonnage departing yearly from the United States to those Colonies before the late arrangement, and then take our own returns for the year 1831 as correct, it will thus be found, that British tonnage has gained in the direct intercourse between the Northern Colonies and the United States 24,476 tons, which is 5,064 tons

less than the quantity lost in the trade between the Northern and Southern Colonies; and the Americans have, according to the above return of the British Customs, lost in their intercourse with the Northern Colonies 36,237 tons, of which all over the amount gained by British shipping in the same trade may be attributed to accidental or irrelative causes. Of the 29,540 tons British lost in the inter-colonial trade, 17,799 seem to have been compensated by so much British shipping from the United States to the West Indies, and the remaining 11,741 may represent the deficiency of supplies said to be felt in the West Indies since the opening of the ports.

Upon the whole, therefore, from the foregoing statements, the account of profit and loss may be stated thus:—

	British Navigation.		American Navigation.	
	Gained.	Lost.	Gained.	Lost.
In the Trade between the Northern and Southern Colonies . . . . .		29,540		
The Northern and the United States . . . . .	24,476			36,237
The Southern and the United States . . . . .	17,799		35,660	
The Southern and Foreign Islands . . . . .		34,575		
Total . . .	42,275	64,115 42,275	35,660	36,237 35,660
Nett . . . .	.....	21,840	.....	577

Such have been the results to British navigation and colonial industry and trade.

That the reduction has not been far greater is undoubtedly owing to the more efficient protection given by the new schedule ; that the reduction has been so great, is as evidently due to that schedule's being temporary ; the Americans forbearing to begin, and the Canadians afraid to prosecute, a trade, which will soon become, so much more favourable to the former, and prejudicial to the latter.

It is earnestly to be hoped that His Majesty's government may be induced to recall this subject to their attention, and inquire whether the present rate of protection given to the Northern Colonists in the ports of the Southern be equal to that which the Southern enjoy in the ports of the Northern ; and if upon such inquiry the latter be found to amount to 18, 25, and 34 per cent. upon the value of the principal articles, while the former is from 11 to 13, and in no case higher than 20 ; and that the protection to the Southern is permanent, but that to the Northern is to be reduced in 1834, and reduced again still further in 1836 ; whether, without dealing unfairly and unequally between the Canadas and the West Indies, the wood and corn of the one may not be deemed worthy of the same measure of protection, as the rum and sugar of the other ; or, if it be too much to ask, that they should be equal in amount, whether, at least, the present inequality ought to be further increased by the limitations and gradations now approaching. If there be any principle of justice and impartiality observed in this subject, or any respect to the maritime policy of the empire, seeing

that it is upon the Northern exports that the shipping depend for employment, surely the British Canadian provinces are intitled to ask that the present protecting duties should be continued.

There has lately been submitted to the Board of Trade, to Parliament, and the public, a collection of "*Statements and Calculations relative to the West India Colonies*," in which are some representations of the trade between them and the Northern provinces, of a nature too extraordinary to be here passed without remark. The facts upon which these representations are founded, are not only much at variance with the advices received from Canada, but are scarcely less inconsistent with themselves, and are applied to principles which may be retorted with irresistible force against those from whom they emanate. First, with regard to prices (Statement 8, pages 15 and 16): cod fish is represented as 10 per cent. cheaper in New York than at Halifax, Nova Scotia. The Committee of the House of Commons, in their late report on the West India Colonies, take notice of this, and confess it difficult to be reconciled with the fact, that colonial fish is sent even to Brazil, and there competes with the same article from New York; but the Committee appears not to have been aware of several other important facts, and among them of this, that colonial fish is sent in considerable quantities from Halifax to New York, and that too under a duty of one dollar a quintal, and of a dollar and a half a barrel. But, in the "*Statements and Calculations*," the price of cod fish in New York is made 8s. 11d. sterling a quintal, by computing dollars at 4s. 1d.; while the prices current of fish at

Halifax are reduced into sterling at the rate of 90 for 100*l.* currency, which is reckoning dollars at 4*s.* 6*d.* sterling: and though 6 per cent. is stated to be allowed for premium upon bills drawn there upon London, still the value of the dollar is not by that reduced below 4*s.* 3*d.* Such bills, however, have in fact been at Halifax for many years as high as 9, 10, and at times even 15 per cent.; there being in that colony an excessive issue of paper not convertible into specie, in which depreciated currency the prices current are given. Next, although in comparing the prices of white pine boards (pages 17 and 23), that article is very fairly stated to be cheaper in the Colonial than in any of the American ports, the accounts given of the rates of freight appear not only so disproportioned to the bulk and stowage of the articles mentioned, that the same vessel (page 18), in the same voyage, seems to be earning at one time 10*s.* a ton, and at others above 30*s.*; and the aggregate freight earned by the whole vessel seems at variance with the rates apportioned to different articles: but, altogether, rates of freight are so erroneous, that combined with the prices of articles as stated, there must not only be two different values in the same market for articles perfectly similar in quality, accordingly as the articles are brought from either Canada or the United States; but the same American articles, at the same time and in the same place, must command one price, if brought through the Neutral Islands, and another if brought through the Northern Colonies. For example, white oak staves are stated to cost in the Colonies, 10*l.* 6*s.* 2*d.*, in the United States, 6*l.* 10*s.* 2*d.* (page 69). Yet the



freight from the States to the Colonies is stated at 40s. 10d. (page 71), which, though by the way nearly one half more than the actual rate, would make the price of the staves there about 8l. 11s. instead of 10l. 6s. 2d. Again: pursue the same staves from the Colonies to the West Indies, for which voyage the mean rate (page 70) is stated to be 4l. 7s. 1d., making the whole cost either 14l. 11s. 3d., if Canadian, or if American (including the duty of 3s. 0½d.), 13l. 11s. 2½d. White Oak staves, it is said (page 71), are carried from the United States to the West Indies, generally (*i.e.* to St. Thomas's), for 3l. 1s. 2d., and from St. Thomas's to Jamaica for 40s. 10d., making the whole cost 11l. 12s. 2d., or (including the duty of 12s. 6d.), 12l. 4s. 6d. And all these staves alike are represented as sold in Jamaica for 14l. 1s. 4d. (page 29). Yet about eight million of American staves were imported through St. Thomas's; three through the Northern Colonies; and, stranger still, colonial staves went with them to the number of five millions (pages 69 and 70).

Upon such statements of facts a calculation is made of the enhancement of prices paid by the Southern Colonies to support the Northern, amounting, upon fish, to 75,544l.; upon other articles, to 86,677l., for the prime cost. The latter item includes the duties paid on American productions, the amount of which, though shown by a Parliamentary return to be only 57,277l. 14s. 1d., it is insisted cannot be less than 64,085l. 14s., and though the whole of it is in fact paid, not to the Northern Colonies, but into the treasuries of the Southern. To these items 94,801l. is added for difference of circuitous freight, though the



whole of this is earned by British, and the greater part by West Indian vessels. Then follows a charge of a nature still more singular. Credit is given to the West Indies for paying 15 per cent. upon the value of their whole supplies, in consequence of losing "*the advantage of bartering rum and molasses for American supplies, in place of giving cash or bills of exchange;*" the fact being, on the contrary, that the trade with the Northern Colonies is almost altogether a barter trade, and that the Americans take away little but cash or bills. Yet this item is charged against the Colonies at 187,576*l.* The sum of these charges is 444,598*l.*, being more than one-third of the value of the importations from Canada, which are stated at 1,250,511*l.* As the whole cause of these complaints has been removed by the late arrangement of Colonial intercourse, it would be unnecessary to allude to them, but for the manner in which the West Indies are stated (page 80) to be affected by the new Act and schedule of 1 Wm. 4, c. 24. Without taking any notice of the duties repealed by that Act, amounting upon the articles enumerated to above 25,000*l.*, the additional duties are computed as charged upon all importations, Colonial as well as foreign, at 30,682*l.* Then, nothing but the saving of extra freights through St. Thomas's being debited at 72,698*l.*, the nett advantage derived by the West Indian colonists, in consequence of the opening of the trade, is made to be 42,016*l.* That is, although the trade be now open and free, and the West Indians are perfectly at liberty to buy all their supplies, excepting fish, from the Americans, paying only the duties, (which, calculated upon the whole amount of their importations in

the year 1825, when the trade was last open, would amount, according to the new schedule, to only 78,480*l.*) yet they are still represented as paying no less than 402,582*l.* for the protection of the Northern Colonists. An enhancement so gratuitous, absurd, and impossible, at once demonstrates the errors both of fact and principle, upon which the whole computations have been founded.

It is evident that the utmost addition of price, which the present duties upon foreign supplies can now cause in the West Indies, is the amount of those duties; the whole of which being paid to their own treasuries, is, in fact, but shifted from one pocket to another, and substituted for taxation in some other perhaps more objectionable mode. Or if it be insisted that the same duties are virtually paid on all bought of the Northern Colonists, though there can be no more reason for saying that this is paid into their pockets, than that as much at least is taken out of the pockets of the American, yet, if the competition thus created is to go for nothing, the advantage of bartering produce go for nothing, or be reckoned at 187,000*l.* against the Canadian, where it did not exist, and for nought where it does exist in his favour, the West Indians have yet to consider whether they are not labouring to establish a principle which may be retorted with at least equal justice and effect against themselves. For without alluding to their protection in the United Kingdom, but regarding the Colonial trade alone, if the duties imposed in the West Indies to protect the Northern Colonies are to be calculated upon the whole supplies imported, as so much paid to their use, it must be equally true, that the duties

imposed in the Northern Colonies to protect West Indian produce are to be calculated in the same manner, as so much paid to the use of the West Indies. Now the protecting duty in the latter instance, computed upon the importations into the Northern Colonies of only two articles, rum and sugar, amounts to more than the whole sum paid in the West Indies upon all those supplies, taking the whole, Colonial as well as foreign, to be chargeable with the duties. For example :

*Imported into the Northern Colonies in 1828.*

	Protecting Duty.	Amount.
Sugar 135,087 cwt. . . . .	5s. per cwt. . . . .	£.33,771 15 0
Rum 2,077,209 gallons. . . . .	6d. per gallon . . . . .	51,930 4 6
		<hr/> £.85,701 19 6 <hr/>


These remarks are made with great reluctance, and strictly in self-defence, as the statements alluded to are not unfrequently cited to the prejudice of the present regulations of Colonial intercourse. The most sincere sympathy for the West Indian interests exists among all connected with the Northern Colonies; and the real cause of West Indian embarrassments, the interference and agitation in their internal affairs, through the influence of private combinations in England, must be viewed as a violation of all Colonial rights, and all social justice. The inhabitants of both those divisions of the empire are fully sensible of the advantages of exchanging labour and productions with each other, nor were complaints ever of late heard from those Colonies of either any deficiency of supplies or enhancement of their price, or inconstancy of importation, or exportation

of specie, until the protection to that exchange of labour and production was so weakened in amount, or limited in duration, that the Canadian Colonists began to give up the trade.

Scarcely a single fact or a single reason was urged on the part of the Northern planters, previous to the Order in Council of the 5th November 1830, for re-admitting the Americans into the West Indies, scarce a single anticipation was then made, which has not been justified by events, and proved by the amplest evidence in the late Parliamentary inquiry.\* And, above all, the gradations of the temporary schedules of duties, by the 1 Wm. IV., c. 24, have produced the same identical results, which were repeatedly represented and earnestly pressed upon the attention of Government and Parliament, but always in vain. The testimony given by persons of the highest character for intelligence, and no way connected with the Northern Colonies, ought alone to be sufficient to obtain the permanent establishment of the present schedule of duties. Questions appear to have been propounded to the witnesses in every shape and aspect to procure some tittle of acknowledgment of benefits accruing to the ~~the~~ West Indies from the readmission of American vessels, but, with one or two slight exceptions, this ingenuity was exhausted in vain; until at last the interrogators seem to have been driven to that never-failing recourse against the evidence of experience, that the effect was not in consequence, but in spite of

\* See the testimony of A. Macdonnel, James M'Queen, James Colquhoun, Peter Rose, Esquires; and, indeed, that of almost every person examined confirms the same opinion.

its cause ; and the Committee report as if they looked forward to the period when the temporary duties shall entirely terminate, for a remedy of those evils, which the prospect and approach of that termination has alone caused. Certainly these circumstances and considerations are at least entitled to further attention and inquiry. Attention and inquiry could hardly fail to prove the permanence of the present duties alike necessary, both as an act of justice to the Northern Colonies, and of policy to the Southern.



## TRADE WITH THE EASTERN COLONIES.

With other parts of the British dominions, the trade carried on by the Northern Colonies is of recent date and of no great extent. To the possessions in the Mediterranean, on the coast of Africa, to the Mauritius, and into the Pacific Ocean, voyages are occasionally made, and ships arrive thence in return; of these an account is annexed.



*Trade with the Eastern Colonies in Africa, with Gibraltar, and Mauritius.\**

	1830.						1831.					
	Inwards.			Outwards.			Inwards.			Outwards.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
Quebec with Mauritius . . . .							1	170	12			
Prince Edward's Island . . . .												
St. John's, N.F. L. Gibraltar	1	123	7	3	355	23				4	421	26
St. John's, N.B. Africa . . . .	4	554	28	3	428	25	2	283	14	4	543	29
St. Andrew's . . . . .												
Halifax with Gibraltar . . . .	2	195	12	2	177	11	3	304	18	2	241	13
Africa . . . . .				2	315	16				1	121	7
Mauritius . . . . .	1	128	7				2	308	19	1	187	11
Pacific . . . . .	1	402	10									
TOTAL . . . . .	9	1,402	64	10	1,329	75	8	1,065	63	12	1,513	86

\* Official Returns.



## THE FOREIGN TRADE.

Since the year 1825, the North American colonial ports have been thrown open to all nations. Those provinces are now treated commercially as so many counties in the United Kingdom. There is no part of the world with which they are prohibited from trading as freely as the merchants of Glasgow or Liverpool. No advantage could be more specious in theory, more popular, more vaunted, as well by those who conferred as those who received the boon. But like many other objects of common esteem or plausible description, it will not stand the test of statistics ; upon such examination it shrinks to that class of commercial benefits, which are much more easily adorned with seducing epithets and pompous abstractions, than verified by experiment and official returns. It is now about twenty years since the free ports of the Northern Colonies have been partially opened, and during the last six years their intercourse with all nations has been entirely emancipated by act of parliament ; yet their trade with foreign countries is of all the most unimportant, the least improving, and the least beneficial. The reason is obvious. Their best markets are found within the British dominions. There the productions of colonial industry meet protection ; in foreign countries, with the exception of Portugal, they find none. Thus almost the whole colonial trade is essentially a home trade.

## FOREIGN TRADE.

*Number of Ships, Tons, and Men employed in the Trade of the Northern Colonies with all Foreign Countries.\**

	1830.						1831.					
	Inwards.			Outwards.			Inwards.			Outwards.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
Quebec, British Vessels . . .	38	8,129	360	8	909	47	20	4,795	231	5	589	30
Foreign . . . . .	1	49	2	2	81	5	1	136	6			
P. E. Island, . . . . British							2	115	7	5	234	15
Foreign												
St. John's, N.F.L., British	221	28,212	1,693	224	27,646	1,699	212	25,374	1,707	218	27,269	1,671
Foreign							3	409	14	1	73	4
St. John's N. B., British	42	12,749	439	14	1,665	92	109	9,654	470	105	8,961	461
Foreign	85	12,219	526	85	12,219	528	30	3,383	165	30	3,383	165
St. Andrew's, . . . . British	1032	16,991	2,219	225	7,674	544	678	16,948	1,456	190	6,809	424
Foreign	194	22,572	737	192	24,275	790	94	2,518	302	29	2,058	183
Halifax, . . . . . British	28	5,787	315	36	4,538	290	106	11,804	653	123	12,050	674
Foreign	159	18,028	879	154	18,139	872	93	10,060	502	86	9,778	493
Total British . . . .	1362	71,917	5,028	509	42,513	2,677	1127	68,690	4,524	646	55,912	3,275
Total Foreign . . . .	438	52,819	2,142	431	54,633	2,190	221	16,506	989	146	15,292	845
Total of both . . . . .	1800	124,736	7,170	940	97,146	4,867	1348	85,196	5,513	792	71,204	4,120

\* Official Returns.

The destinations of this tonnage was either to the United States or to other foreign countries. As the American trade is perhaps the greater in amount of navigation employed, though not in value of the articles exchanged, statistics of the intercourse with that country follow next.

*Value of Imports into and Exports from the Northern Colonies to and from the United States.*

	Imports. £. sterling.	Exports. £. sterling.
1805* .....	257,400	178,812 §
1806* .....	320,240	
1830† .....	851,934	146,318
1831 ‡ .....	913,914	194,605

*Account of Flour imported into the Northern Colonies from the United States.||*

	Barrels.
1803.....	49,701
1804.....	40,813
1821.....	131,035
1830.....	149,966
1831.....	150,645

An account follows of the specie imported into the United States, from both the Northern and Southern Colonies, in the year 1830. As very little intercourse then existed between that country and the British

\* Seybert.

† Hinton.

‡ Reuss.

§ The value of exports in 1804.—Seybert.

|| American Returns of Customs.

West Indies, almost the whole of this money must have been drained from the Canadian provinces.

	Value in Dollars.
Gold . . . .	81,343
Silver . . . .	237,953
	<hr/>
	319,296
Sterling. . .	<u><u>£71,842</u></u>

Such are the accounts of this trade furnished by the official returns of the United States. It will be seen, even from the imperfect statements below, that in the value of exports and imports, the American are widely different from the returns of the British Customs. The discrepancy can only be explained by supposing the Americans to comprehend the inland trade also, which is not included in the British.

*Value of Imports and Exports by Sea, into and from the Northern Colonies, from and to the United States.\**

	1830.		1831.	
	Imports.	Exports.	Imports.	Exports.
Quebec. . . . Sterling	£6,585	£2,538	£5,081	£500
P. E. Island. . . .				
St. John's, N. F. L.				
St. John's, N. B. . .	72,946	7,458	50,259	15,514
St. Andrew's † . . . .	48,800	14,250		
Halifax . . . . .	294,181	27,998	196,055	41,287

\* Colonial Accounts.

† In 1829, being the latest account of values from that port.

*Account of Flour imported into the Northern Colonies  
from the United States.\**

	1830.	1831.
Quebec . . . . .		
P. E. Island . . . .		
St. John's, N.F.L.		
St. John's, N. B.	33,374 bls.	28,378 bls.
St. Andrew's† . . .	4,319	
Halifax . . . . .		64,060
Imported into Canada }		
by inland navigation }		42,000

It is sufficiently evident from this, that the maritime commerce between those Colonies and the United States, is of no great importance for the value of articles exchanged. In point of navigation the intercourse is of more moment; the account of tonnage will exhibit this, and, at the same time, afford some ground of conjecture for supplying the blanks of the two preceding tables. For want of better information the following statement must serve for comparison of the past and present condition of the American trade.

*Tonnage entering Inwards to the Northern Colonies  
from the United States.*

	British.	American.
Average of 1787-8-9 ‡	15,524	
1806 . . . . .		
1816§ . . . . .	18,378	75,807
Average of 1820-1-2§ . . . . .	10,464	66,029
1830   . . . . .	20,755	54,633

\* Colonial Accounts.

† In 1829.

‡ Reports of the Lords of Trade, 1791.

§ Official returns of the United States.

|| Official returns.

*Number of Ships, Tons, and Men, employed in the Trade of the Northern Colonies with the United States.\**

	1830.						1831.					
	Inwards.			Outwards.			Inwards.			Outwards.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
Quebec, British Vessels . . . .	4	822	33	2	158	8	8	2,802	112			
Foreign Vessels . . . .							4	432	19	4	432	19
P. E. Island, British . . . . .							1	60	4			
Foreign . . . . .												
St. John's, N. F. L. British . .	3	233	15				50	5,146	279	21	2,330	137
Foreign . . . . .							3	409	14	1	73	4
St. John's, N. B. British . . . .	31	7,489	340	10	984	57	106	9,267	448	98	8,064	407
Foreign . . . . .	85	12,219	526	85	12,219	528	30	3,383	165	30	3,383	165
St. Andrew's, British . . . . .	237	13,797	776	225	7,674	544	323	15,404	929	190	6,809	424
Foreign . . . . .	177	22,557	720	192	24,275	790	32	2,283	195	29	2,058	183
Halifax, British . . . . .	5	468	27	17	1,639	97	89	8,688	471	107	9,979	559
Foreign . . . . .	159	18,028	879	154	18,139	872	93	10,060	502	86	9,778	493
Total British Vessels . . . . .	280	22,809	1,191	254	10,455	706	574	41,367	2,243	416	27,182	1,527
Total Foreign . . . . .	421	52,804	2,225	431	54,633	2,002	162	16,567	895	150	15,724	864
Total . . . . .	701	75,613	3,416	685	65,088	2,708	736	57,934	3,138	566	42,906	2,391

\* Official Returns.



It is not to be dissembled, however, that the foregoing accounts exhibit also effects, as well of the derangement in our commercial relations with the United States, as of the alterations of our own laws of trade. For the future, a better prospect is already opening to this department of colonial commerce. The vast beds of coal that lie, scarce hidden by the soil, in so many places, to so great an extent, throughout the Lower Provinces, will, undoubtedly, soon become no less a resource to the interests of navigation, than to the wealth of those countries, and the power of the British empire. It is probable that 2 or 300,000 chaldrons of coals, the freight of nearly as many tons of shipping, may within a few years be exported to ports of the United States, when<sup>the</sup> ~~the~~ fuel must yearly rise in price, and be ultimately supplied entirely from similar sources. The demand, also, in that country for gypsum, lime, and grindstones, is not like to decline; and, perhaps, at no distant day, their duties upon fish may be reduced, and both deals and iron added to the staple articles of exchange from these colonies.

The trade with other foreign countries is of far greater value to the colonial industry, and, considering the length of the voyage usually made, is more important to British navigation, than the maritime intercourse with the United States. The articles exported are all of native production, fish, victual and timber; and the proceeds are in general remitted to the United Kingdom, and contribute to discharge the balance due for British manufactures.

*Number of Ships, Tons, and Men employed in the Trade of the Northern Colonies with other Foreign Countries.\**

British Vessels.	1806.						1807.					
	Inwards.			Outwards.			Inwards.			Outwards.		
	Ships.	Tons.	Men	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
Quebec .....	1	192		6	1,173		3	632		8	1,606	
P. E. Island .....												
St. John's, N.F.L. ....	18	2,124		57	7,868		19	2,090		42	5,553	
St. John's and St. Andrew's, N.B. }							1	164		1	164	
Halifax .....	3	423		2	261		3	436		2	340	
	21	2,739		65	9,302		26	3,322		53	7663	

\* Official Returns.

FOREIGN TRADE.

119

	1830.						1831.					
	Inwards.			Outwards.			Inwards.			Outwards.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
Quebec, British Vessels . . . .	16	3,973	198	3	431	22	25	4,725	217	4	477	28
Foreign Vessels . . . .	1	136	6									
P. E. Island, . . . . . B. V. . .	1	49	2	2	81	5	1	55	3	4	152	9
F. V. . .												
St. John's, N. F. L. B. V. . .	217	27,856	1,671	221	27,291	1,676	162	20,228	1,428	191	24,282	1,494
F. V. . .										2	336	14
St. John's, N. B. . . B. V. . .	7	1,706	71	1	199	10	1	106	8	3	354	25
F. V. . .												
St. Andrew's, . . . . . B. V. . .							2	255	13			
F. V. . .												
Halifax, . . . . . B. V. . .	22	4,917	278	19	2,899	193	17	3,116	182	16	2,071	115
F. V. . .												
Total British . . . .	263	38,501	2,220	246	30,901	1,906	208	28,485	1,851	218	77,336	1,671
Foreign . . . .	1	136	6							2	336	14
Total . . . . .	264	38,637	2,226	246	30,901	1,906	208	28,485	1,851	220	77,672	1,685

\* Official Returns.

*The same Account arranged according to the Destination of Tonnage in other Foreign Trade.*

	1830.						1831.					
	Inwards.			Outwards.			Inwards.			Outwards.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
Foreign, Europe	240	34,278	1,949	188	23,037	1,421	192	26,331	1,717	182	22,507	1,396
British Vessels												
Foreign Vessels	5	312	23	10	611	50	4	346	20	2	336	14
Madeira and Azores, B. V.										3	236	14
Brazil and Columbia, B. V.	8	1,734	91	40	6,782	406	9	1,132	63	27	4,295	244
F. V.	1	136	6									
China, . . . . . B. V.	3	1,703	129				1	586	45			
F. V.												
St. Pierre, . . . . . B. V.	7	474	28	8	471	29	2	90	6	6	298	17
F. V.												
Total British . . .	263	38,501	2,220	246	30,901	1,906	208	28,485	1,851	218	27,336	1,671
Total Foreign . . .	1	136	6							2	336	14
Total . . .	264	38,637	2,226	246	30,901	1,906	208	28,485	1,851	220	27,672	1,685

This trade with foreign Europe and South America admits of being yearly and permanently extended in all those productions which are brought down the broad St. Lawrence, and also, it is to be hoped, by the inexhaustible fisheries of the Gulph, the coasts and rivers of British America. Of these exports it may be presumed that far the greater part will ever be carried under the British flag.

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### TRADE OF THE NORTHERN COLONIES WITH EACH OTHER.

The maritime intercourse carried on around the sea shores, between the islands and the main, and the bays, harbours, and estuaries of the continent, has already become important both to commerce and navigation, and evidently admits of large and rapid increase.

The extent of sea coasts, and the number and conveniency of ports for shipping, are by no means the least of advantages which characterize this country; and the variety of its productions, wants, and employments, is sufficient to keep up continual exchange and intercourse by maritime navigation. Deals and other wood, coals, gypsum, grindstones, fish, and provisions, are thus brought to markets, and deposited in the principal places of export, and articles of manufacture or produce imported, are taken away, and diffused along the shores.

The account subjoined presents a view of the present amount of this trade, as far as the same can be collected from returns of the customs; which, however, by no means comprehend the whole voyages of the coasting craft, but such only as are made from one province to another.

## INTER-COLONIAL TRADE.

*Number of Ships, Tons, and Men, employed in the Trade of the Northern Colonies with each other.\**

	1830.						1831.					
	Inwards.			Outwards.			Inwards.			Outwards.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
Quebec.....	128	14,655	725	130	9,153	515	146	15,633	816	125	9,828	566
P. E. Island.....	253	10,586	633	275	12,885	746	279	11,323	686	349	16,221	926
St. John's, N. F. L..	310	22,426	1,160	336	32,278	1,645	308	22,276	1,158	355	30,871	1,595
St. John's, N. B. . .	1134	57,806	3,551	1043	44,586	2,667	1104	55,046	3,273	1029	45,570	2,728
St. Andrew's.....	749	31,756	2062	652	31,283	1,792	234	11,555	724	241	10,021	715
Halifax.....	1483	67,641	4,270	1722	99,270	5,147	997	95,638	3,234	1161	114,686	3,505
Total....	4057	204,870	12,401	4158	229,455	12,512	3068	211,471	9,991	3260	227,197	10,035

\* Official Returns.



In this account, the trade of that port which is probably destined to become the greatest, appears at present the smallest in tonnage. The intercourse between Quebec and the lower ports is capable of great improvements, as well by the application of steam, which abundance of coal renders so easy, as by the opening of canals, which at a small expense may connect vast bodies of water, and abridge tedious and perilous voyages of half their danger and length.

The lower ports will thus become, what in a measure they already are, the depôts of the West India trade, with the whole interior; and steam boats and vessels from the Western Lakes may soon, without a single transshipment, bring down the cheap productions of Upper Canada, corn, provisions, and staves, and carry back the sugar, salt, coffee, and rum of the British Colonies, to the farthest shores of the inland seas.



## THE INLAND TRADE WITH THE UNITED STATES.

By the great lakes, Erie, Ontario, and Champlain, by the river St. Lawrence, by a long line of inland frontier, from the point where the parallel of forty-five meets that river, to the source of the St. Croix, and finally, by this water also, it may easily be conceived, that a commercial intercourse of some value and importance is carried on between the British Colonies and the United States. But it is one, of which, to give any definite or entire account, is scarcely less difficult, than it has proved vain to prescribe regulations. Great Britain has for some years acknowledged the expediency of admitting all descriptions of wood, by these

channels free of duty. How a person of Mr. Huskisson's reputation could ever have conceived and introduced the contrary policy, is not to be accounted for, either upon the principles he is supposed to have adopted, or those he seemed inclined to discard. A more unfortunate specimen of commercial legislation, than the schedules of the celebrated act for regulating Colonial intercourse, the 6 Geo. 4, c. 114, has seldom been placed upon the statutes of any country. It prescribed the same amount of protection, the same duties on the same foreign articles, whether imported into the Northern or Southern Colonies, into Canada or the West Indies; two countries, the most different in situation, productions, wants, climate, and every circumstance; the whole of which seem not only to have been mistaken and confounded, but the principal feature in that intercourse, the carrying trade, entirely sacrificed or forgotten. Every object of the act was defeated by its own operation, every intercourse embarrassed, all the Colonies dissatisfied; the Americans only enjoyed the benefit, but without knowing its value, till lost. The whole succeeding difficulty with that government, and with the Colonial trade, originated from the impolicy and inefficiency of these schedules, which imposed heavy burthens, where no competition was feared and foreign productions were, on every account desired, and offered the mere name and shadow of protection, where, without it, foreign industry was sure to destroy the Colonial, and supplant British navigation and trade. After the experience of some years, Mr. Huskisson retraced his steps, and redeemed his fame; for, as far as respects Colonial intercourse, his

reputation depends less upon the wisdom or success of his original measure, than the energy with which its faults were amended. The best thing in government is to commit no errors, the next best is, when committed, to acknowledge them, and correct. The want of protection to the Northern Colonies in the ports of the Southern, was supplied by the other extreme, an entire prohibition or exclusion of American shipping from the British West Indies, while at the same time the intercourse between the Canadas and the United States was left open, and gradually facilitated by repeal of impolitic duties. The succeeding administration, in revoking this prohibition, corrected the original mistake, which had made that prohibition necessary. The schedule of protecting duties, proved by experience to be utterly ineffectual, was revised and re-enforced. Unhappily, his Majesty's present ministers have limited the continuance of the new schedule to a very short period, after which, the intercourse between the Southern Colonies and the United States is to revert to all the errors, which the minister who introduced it seemed <sup>so</sup> disposed ~~to~~ to amend; for it cannot be believed that the exclusion of American vessels was done merely from vindictive motives, to annoy the United States, not to revive and re-enforce the system of Colonial protection. But the intercourse between the Northern Colonies and the United States is, undoubtedly, now established upon a much more profitable footing than at any former period; and if the principles at present adopted be extended a little further, the inland and transit trades of Canada may become second to none in value and increase.

Partial and insulated statistics are all that can here be given of this division of Colonial commerce. To begin with the St. Croix, the following is an account of the open boats, with cargoes, crossing that river from the American to the British shores, at St. Andrew's :

*Inland Trade of the St. Croix.\**

	1830.				1831.		
	Boats.	Tons.	Men.		Boats.	Tons.	Men.
British	795	3,194	1,443		353	1,289	514
Foreign	17	15	17		62	235	107
	<hr/>	<hr/>	<hr/>		<hr/>	<hr/>	<hr/>
	812	3,209	1,460		415	1,524	621

Some timber and boards, or deals, to no great extent, are also brought down from the American branches of that water, in rafts. Cattle, to the number of perhaps 10,000 head, fresh meats, butter, and other provisions, are carried over; British manufactures, West Indian produce and specie, and some furs are taken back in return. Such are the principal imports and exports in this quarter.

Next, of the traffic, by land carriage, from the state of Maine to Lower Canada, there have been imported in 1831,†

Horses,	Beeves,	Sheep,	Fresh Fish,
249	1,394	936	14 Tons.

The value of these, and some other articles not enumerated, is stated at £15,000. The returns are similar to those last mentioned.

Of the intercourse between the state of Vermont and what are called the eastern townships of Lower Canada, no details have been collected, or none published. It cannot be of great amount or value, nor

\* Official Returns.

† Colonial Accounts.

will probably become so, until the navigation of the St. Francis be improved, and connected with the Lake of Memphramagog, which the parallel of latitude, here forming the American boundary, crosses in about the middle. A steam boat is already plying upon this lake, and its waters, when connected with the St. Lawrence, will undoubtedly become the seat of considerable commerce. Notwithstanding the frequent *portages*, the St. Francis is already the channel by which about 1,500 barrels of ashes, some timber, and other articles are brought into the St. Lawrence, and British manufactures sent up, and into Vermont.

The intercourse on Lake Champlain was much interrupted by the impolitic measures already referred to in the laws of Colonial trade. Most of those errors have since been remedied, and the trade, which declined under their operation, and which has also been diverted by a canal to the Hudson, seems to be now recovering, and perhaps already equals, and will probably soon exceed, its former amount.

The following returns show what it was in the years 1824 and 5, to which is annexed what appears a very imperfect account of the quarter ending 5th July, 1831.

*Principal Articles imported into Lower Canada by the Lake Champlain.\**

	1824.	1825.	Quarter ending 5th July, 1831.
Ashes.....barrels	6,171	6,028	1,840
Wheat .....bushels			
Other Corn .....	6,356	2,654	

\* Colonial Accounts.



	1824.	1825.	Quarter end- ing 5th July, 1831.
Flour and Meal..barrels	964	293	
Rice .....lbs.			59,218
Beef .....barrels	464	2,811	
Pork .....	6,069	14,462	
Butter, Meat and other } Provisions .....lbs. }	1,411,967	1,621,866	73,897
Tallow .....			89,618
Tobacco .....lbs.	227,114	127,862	295,078
Cattle.....No.	4,831	6,305	3,398
Furs.....No.	25,982	38,104	
Hides and Skins....No.	24,709	29,301	21,410
Boards and Deals....ft.	870,890	407,567	
Timber.....pieces	17,554	53,000	63
feet			7,500

As a rail-road has been projected between the shores of this lake and the banks of the St. Lawrence, and the Richelieu, by which both those waters are united, is capable of being made navigable for steam-boats throughout its whole course, and as works are already in operation for removing or avoiding the impediments of that channel, and another canal from the Missiscoui Bay of Lake Champlain to the South River, a tributary of the Richelieu, is about to be commenced, it seems probable that the intercourse in this quarter will soon receive a very great increase.

From the parallel of forty-five on the St. Lawrence to Lake Ontario, the commercial intercourse with the American territories is at present carried on in large boats or batteaux, built for ascending the rapids of that river.



*Principal Articles imported into Montreal from the United States  
down the St. Lawrence.\**

	1830.	1831.
Ashes ..... barrels	15,375	18,112
Wheat ..... bushels		2,646
Flour ..... barrels	36,781	42,000
Beef .....	77	1,541
Pork .....	2,868	3,910
Tobacco, leaf. .... hds.	132	93
Do. manufactured.... kgs.	1,806	2,302

Of the intercourse between the British and American sides of the Lakes Ontario and Erie, and the Straits of Niagara and Detroit and other waters westward, no returns appear to be made to the customs in this country, and no certain information can be here obtained. The tonnage owned on both sides seems nearly equal on the two lakes, though very different on each, if the following estimate of amount approach nearly to the truth.

	ONTARIO.				ERIE.		
	Vessels.	Steamers.	Tons.		Vessels.	Steamers.	Tons.
British ..	100	9	12,700		10	3	1,600
American	30	5	4,500		150	10	17,000
	<hr/> 130	<hr/> 14	<hr/> 17,200		<hr/> 160	<hr/> 13	<hr/> 18,600

\* Colonial accounts.

## INLAND INTER-COLONIAL TRADE.

It belongs also to this chapter to give some account of what may be called the inter-colonial inland trade upon the rivers, lakes, and canals of these provinces.

*Principal Articles imported into Lower from Upper Canada down the St. Lawrence.*

	1830.	1831.
Ashes ..... barrels	9,745	10,482
Wheat ..... bushels	252,330	409,975
Flour ..... barrels	92,584	85,026
Beef .....	1,936	1,020
Pork .....	10,935	12,643
Tobacco, leaf ..... hds.	385	406
Do. manufactured.... kgs.	364	185
Hides* .....	No. 13,583	14,676

In a Report of the Provincial Parliament of Upper Canada, the whole exports from that province down the St. Lawrence in 1831, are estimated as equal to 400,000 barrels of 220 pounds each, and the imports upwards as 10,000 tons of merchandize. In 1830 the imports upwards appear to have been above 8,000 tons: and the whole trade downwards to have been equal to 316,000 barrels, being about double that of the year 1826.

The navigation in which this commerce was conducted (including, however, the imports from the American bank, given in page 129,) was as follows:

	1830.	1831.
Boats.....	534	464
Batteaux .....	696	971

\* Including hides from the American bank.

By a later inquiry of the parliament in Lower Canada, it appears, that the quantity of merchandize, carried on the St. Lawrence from Montreal upwards, was, in 1832, about 20,000 tons, and the produce brought down, not less than 66,000. The navigation consisted of above 600 Durham boats and 1,200 batteaux.

The transport of agricultural produce through the canal, from Burlington Bay into Lake Ontario, during the six months ending with December, 1831, appears to have been:—of pork, 223, flour, 4,072 barrels, wheat 22,468 bushels.

*Transport of the principal Articles between Lakes Erie and Ontario.*

FROM ERIE TO ONTARIO, 1831.

	By the Welland Canal.	Queenston Portage.	Total.
Ashes . . . . barrels	2,600	650	3,250
Boards . . . . . feet	985,888	2,000	987,888
Flour . . . . . barrels	30,081	11,035	41,116
Pork . . . . . do.	8,600	4,139	12,739
Staves . . . . . No.	137,718		137,718
Tobacco . . . . hds.		300	300
Do . . . . . casks	412		412
Do . . . . . kgs.	196	105	301
Timber . . . . . feet	28,500		28,500
Do . . . . . pieces	4,187		4,187
Wheat . . . . bushels	210,101	65,000	275,101
Whiskey . . barrels	1,795		1,795

FROM ONTARIO TO ERIE, 1831.

	By the Welland Canal.	Queenston Portage.	Total.
Merchandize, cwts.	14,734	9,000	23,734
Salt . . . . . barrels	14,182		14,182

The whole transport in 1831, the first year the canal has been in operation, was about tenfold greater than in 1829. The business on the canal is reported to have been in 1832 fourfold more than in 1831. Almost all of the above produce downward was of colonial origin.

Sloops and schooners, decked and open boats, and steam vessels, to a very considerable amount of tonnage, are employed in the inland navigation of the other parts of the great river of Canada, on its numerous tributaries, and on the secondary rivers in the lower province of New Brunswick. But of these, the attempt would here be vain to approach towards a correct account, further than an enumeration of the steamers, of which the value is most important and the information most detailed. These, in point of convenience, velocity, and dimensions, are inferior to none in any country. They vary in size from one hundred to fifteen hundred tons, and in power from twenty to that of two hundred and fifty horses. The whole have been built since 1810.

*Account of the Number, Tonnage, and Power of the Steam Boats employed on the Waters of the Northern Colonies.*

	No.	Estimate of Tonnage.	Estimate of Horse-Power.
Lake Erie . . . . .	3	600	90
Ontario . . . . .	9	2,700	810
Simcoe . . . . .	1	150	30
Ric <del>ke</del> . . . . .	2	300	60
St. Francis . . . .	3	600	150
St. Louis . . . . .	5	1,000	250
Carried forward	23	<u>5,300</u>	<u>1,390</u>

	No.	Estimate of Tonnage.	Estimate of Horse-Power.
Brought forward	23	<del>2,300</del>	1,390
Rivers Ottawa and Rideau	6	600	180
St. Lawrence . . . .	17	8,500	2,040
St. John's . . . . .	3	450	90
Gulph of St. Lawrence . . . .	3	1,200	225
Bay of Fundy . . . . .	2	400	100
Halifax Harbour . . . . .	1	100	20
Total . . . . .	*55	16,600	4,005

It is by the Welland Canal undoubtedly that the productions of the vast interior of Canada and the Western States of America will in future find their easiest, shortest and cheapest channel to the sea. The immense extent of coasts along the Upper Lakes, Erie, St. Clair, Huron, Michigan and Superior, and the rivers which fall into them, would naturally be sufficient to make a prodigious increase of intercourse and wealth in this quarter ; but this increase will be augmented and accelerated beyond all example, by the enterprise and industry of the Americans, who are extending the navigable communication of these waters into the great valley of the Mississippi, by the canals between the Illinois and Lake Michigan, the Ohio and Lake Erie, the former of which works is far advanced, and the latter near

\* In this account are included three boats now building, but to ply the next season. There were in the United States at the close of the year 1829 more than 54,036 tons of steam-vessels.—*Hinton*. “A larger amount, we apprehend,” (adds the same author,) “than the tonnage of steam-vessels in the aggregate of all other nations.” The number and tonnage of steam-veessels in Great Britain in 1829 were, ships 316, tons 26,564.—*Parliamentary Returns*. Mr. Reuss, in his late *Statistics of American Trade*, gives the whole number of boats now running on the western waters of the United States, as 198.

completion. By these, tobacco, corn, and provisions,\* and even cotton, to the amount of several millions of

\* “ In 1823 not less than 300,000 barrels of flour, 50,000 of pork, 12,000 hogsheads of tobacco, 22,000 of bacon, 100,000 kegs of lard, &c. valued at 3,590,000 dollars, passed the Falls of the Ohio descending.

“ There were, last year, about one hundred sail of brigs and schooners plying between our ports on Lake Erie, and the other upper lakes, with seven steam boats. The tonnage will be increased 50 per cent. in the present year, and be doubled before the expiration of 1828, and trebled or quadrupled when the great Ohio Canal shall be finished. Many will soon be required for the navigation of the lake Michigan. All this business, except what was carried by four or five little vessels, has grown up since the termination of the late war in 1815. There are also many vessels on Lakes Ontario and Champlain. Of flour 385,535 barrels, 44,057 of beef and pork, 31,175 salt; 1,500,000 bushels of grain chiefly wheat, 17,905, peas and beans, 761 tons of clover-seed, 120 of wool, 841, cheese, 1,126, butter and lard, 159 of hops, 143 furs, 9145 boxes of glass, 1,608,000 gallons of spirits, were among the articles which passed the New York canals during the last year. The whole number of boats and rafts was 18,950 : of tons, 242,368. The tolls paid amounted to 771,780 dollars, 10 cents.”—HARRISBURGH CONVENTION, 1827.

Among the exports from New Orleans in 1831 were 54,630 hogsheads of tobacco.

*Extract from the Appendix to a Report of a Committee of the Provincial Parliament of Upper Canada on the Inland Trade.*

*Letter from Alfred Kelly, Esq. of Ohio.*

“ The price of transporting a bale of cotton from Nashville (Tennessee), or from Florence (Alabama), to Portsmouth, which is the southern termination of our canal, or to New Orleans, will be about the same, as I am informed by those engaged in the forwarding business on the Mississippi and its waters, and will be for a bale of cotton 336 lbs. weight, from 80 to 100 cents, provided any considerable amount of business be done.

“ The toll through the Ohio canal at the present rates will be about sixty cents per bale, and the transportation about the same, in all one dollar twenty cents per bale. I think it probable that our Board of Commissioners may agree to reduce the toll somewhat on cotton and tobacco going from the



money, will be yearly put afloat on Lake Erie; and once afloat there, if it may thence descend to Montreal

Ohio to the Lake, say to fifty cents per 336 lbs.; and if there is a large amount of business done, the freight may be reduced to the same, in all one dollar per bale. The freight from Cleveland to the southern termination of the Welland Canal ought not to be over fifty cents.

"Tobacco pays the same rate of toll, and can of course be transported at the same price. The amount will then stand thus:—

*On a Bale of Cotton.*

	Dol.	Cts.		Dol.	Cts.
Freight from Nashville to Portsmouth...	0	90			
Freight and Toll to Cleveland .....	1	0			
Cleveland to Welland Canal .....	0	30			
Welland Canal .....	0	10			
Thence to Montreal .....	0	86			
				3	16
Thence to Liverpool .....				0	0
Add Insurance .....				0	22
				3	38
(Duty, one shilling sterling.)					

*Contrasted with*

	Dol.	Cts.		Dol.	Cts.
Freight from Nashville to New Orleans ..	0	90			
Freight thence to Liverpool .....	0	0			
Insurance at $1\frac{1}{2}$ per cent. (I may not be right as to this, say).....	0	30			
Duty, 17s. 6d. sterling .....	3	74			
				4	94

"Some of our forwarding merchants on the Ohio, to whom I have shown your calculation, think very favourably of sending cotton and tobacco by way of Montreal to England, and promise to introduce the subject to their correspondents in the cotton country.

"Our canal is now completed to Portsmouth, with the exception of the two lower locks at the termination, one of which will be completed this fall.

"I presume the canal is now filled with water; it was filled near to its termination when I last heard from it five or six days ago."


[It is a great pity that the people of Ohio are mistaken as to the discrimination in the duties of the United Kingdom.]

without a transshipment, that port is evidently destined to be the great mart of exchange for all the interior of America. The Rideau Canal, now completed, and the canals of the St. Lawrence, for which the parliament of Upper Canada have just made a grant of above £60,000, will make a double channel of ship navigation from Ontario to the island of Montreal, and either a passage deepened behind that island, or the enlargement of the locks of La Chine, will do no less than connect Lake Huron with the Ocean, and with the Mersey and the Thames, whence exports may be carried beyond the seas and in the same craft set down at any port along a coast of inland waters exceeding three thousand miles beyond Montreal. Thus the vast interior of the new continent is about to be laid open, an event perhaps not less important than its original discovery ; an event full of interest to ~~the~~ British commerce, and to colonial industry, and colonial policy.

Great Britain has opened her colonies to every nation who will either open its ports to them, or its colonies to her. The Americans, among other powers, have accepted these terms. But nature and situation have hitherto opposed such obstructions, that with their new plantations of the west, the richest and now also the most populous part of their dominions, we have hitherto enjoyed little intercourse, except through the old Atlantic states. Now, however, new channels of communication are opened. By the canals of Canada, direct and easy access is given to a coast and frontier of immense extent, which is by other canals of the Americans connected with, and made the outlet of,

the whole interior valley of the Ohio and Mississippi. Let us cultivate this intercourse and connexion. Let us at last endeavour to make something of the reciprocity which the Americans have given us for the colonial trade. Let us extend our commerce with their new plantations, as they have so successfully done with ours. It may perhaps excite some little jealousy among their Atlantic towns, which would undoubtedly prefer to see this trade continue to flow through their ports; but the western states have no such interests, and are most anxious to avail themselves of the more immediate descent to the sea, and the better market afforded by the British canals and colonies.\* Let not this opportunity be thrown away. The western Americans will thus learn that friendly relations and commercial intercourse with the colonies is much more profitable than arms and invasions, and forget their hostilities, and renounce the thought and desire of conquest; and the British provinces will become all that their natural and social advantages are capable of effecting.

\* "If our Western produce does not go to England through the St. Lawrence, it will not be likely to go at all, but tend to depress the New York market; from whence it will not pay a profit to ship to England, as it is subject to the high duty. Again—if we can sell our produce at Montreal for a fair price, and pocket the money, it is very little consequence to us what the purchaser does with his property. We need not insist on carrying it home for him."—*Ohio State Journal*.



## SUMMARY OF EXPORTS, IMPORTS, AND TONNAGE.

The results of the foregoing inquiries are to be collected together and presented in one view.

*Value of all Exports of Colonial Origin.\**

	£.	s.	d.
Produce of Forests . . . . .	1,307,640	16	7
<del>M.</del> Mines . . . . .	83,209	1	0
Agriculture . . . . .	656,584	19	2
Fisheries . . . . .	834,182	4	2
	£2,881,617	0	11

\* It seems necessary here to mention two difficulties which have occurred in composing the tables from which the above values have been computed; the one, to distinguish articles of Colonial from those of foreign origin, the other, to ascertain what exports were destined to other countries or colonies, and what to different outbays of the same province. The former of these difficulties has been surmounted, so far that no foreign articles of any great amount are believed to be comprehended in the accounts above given, and such as are included must have mostly been brought into Canada by inland navigation, and of course can not exceed the quantities given in the tables of that trade. With regard to the destination of exports, most articles of agricultural production, and some others, exported in the coasting trade of Halifax, have been omitted, on the presumption that such were either destined to different parts of the same province, or were of foreign origin; and because also they were not mentioned in the general returns of the customs, though enumerated in the accounts published in that Colony. The difference between the value of exports in the preceding and the following table, denotes the addition made by including such omissions and articles of foreign production.

*Account of the Value of all Imports and Exports into  
and from the Northern Colonies in 1831.*

	Imports. £	Exports. £
Quebec* . . . . .	1,855,902	1,467,052
P. E. Island† . . . . .	60,000	51,519
St. John's, N. F. L.‡ . . . . .	640,000	707,196
St. John's, N. B.§ . . . . .	561,315	387,204
St. Andrew's   . . . . .	173,333	123,944
Halifax¶ . . . . .	1,447,643	827,460
Hudson's Bay** . . . . .	71,846	107,516
	<hr/>	<hr/>
	£4,810,039	3,671,891
Sterling . . . . .	£4,329,036	3,304,702

\* Colonial Accounts.

† Estimate of imports, and value of exports computed from returns of quantities.

‡ Imports of 1830. Bouchette. Value of exports computed from returns of quantities.

§ Colonial Accounts.

|| Colonial Accounts of 1828. The exports of 1829 were valued at £162,551, but as a decline in the tonnage outwards has there taken place since that year, the values of imports and exports in 1828, when the tonnage outward was less than in 1831, have, in absence of later accounts, been thought to represent more fairly the present trade of this port.

¶ Colonial Accounts.

\*\* The imports taken at the official returns of the real value of exports thither from the United Kingdom. The value of exports computed from returns of quantities.

*Number of Ships, Tons and Men employed in the Trade of the Northern Colonies with all Countries.*

	1830.						1831.					
	Inwards.			Outwards.			Inwards.			Outwards.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
Quebec .....	1125	238,153	10,933	1054	257,448	11,658	1111	277,844	12,762	1102	275,673	12,586
P. E. Island .....	292	18,530	1,011	316	19,990	1,092	311	17,123	952	382	22,085	1,201
St. John's, N.F.L.	885	96,786	5,591	837	92,767	5,290	845	89,929	5,385	812	86,355	5,021
St. John's, N.B. ..	1829	243,570	12,006	1778	239,433	11,427	1708	203,907	10,180	1710	212,734	10,319
St. Andrew's ....	1221	104,395	5,262	1292	109,113	5,341	691	52,185	2,934	618	52,997	2,926
Halifax .....	2085	151,382	8,621	2330	179,595	9,440	1573	173,392	7,341	1742	186,824	8,417
Total ....	7437	852,816	43,424	7607	<del>863,466</del> 683,346	<del>43,568</del> 43,224	6239	814,380	39,554	6366	836,668	40,470



*Comparison of Exports and Tonnage Outwards from  
the Northern Colonies, in the years*

	1806.*	1831.	Increase.
Exports . . stg.	£1,457,588	£3,304,702	£1,847,114
Tonnage . . . .	124,247	836,668	712,421

As the above prices denote the real value of exports at the periods given, and that value was much higher in 1806 than in 1831, it is evident that the actual increase of industry and commerce is very imperfectly measured by such estimates. The best standard of comparison is that which also at the same time presents the most interesting aspect of colonial trade, to wit, the tonnage it employs. By that criterion the production of these colonies, and the shipping supported by their commerce, will be found to have increased nearly sixfold in a period of five-and-twenty years.

## COMPARISON OF COLONIAL WITH FOREIGN TRADE.

The great increase of the United States of America, and the importance of their trade to Great Britain, have long been themes of much vaunting, not only among the writers of that country, but with most public men in this, and particularly with a certain sect or faction, who seem, by a singular transposition of cause and effect, to attribute whatever commercial prosperity exists in that republic to its political institutions, and

\* Canada, by David Anderson, 1814. It is here supposed that his account includes the trade of the colonies with each other, which, however, is not expressly so stated in his work.

whatever political dissension, to commercial laws. So little information, and so much credulity, prevail on this subject, that the question is not unfrequently asked, how is it that the Canadas have not made the same progress in trade and improvements as the American States? There are many to dispute about the cause; few think of doubting or ascertaining the fact. Let an attempt be made here. There can be nothing vain-glorious, it is hoped, in such an inquiry, nor any thing invidious even to the most sensitive minds, as the only object is to investigate the truth, and demonstrate, both to the colonies and to the mother country, how little reason either has to repent or abandon that system, which has hitherto formed the charter of their connexion and prosperity and independence. The Americans are a successful, rich, and fortunate people, but there is nothing in their success, riches, or fortune, to be envied by a British subject, unless it be the good opinion they hold of themselves, and the impression it makes upon others. It can be shown that, as far as returns of exports and tonnage avail, the colonies in Canada have very far surpassed the United States in the increase of maritime commerce and navigation.

*Trade of the Northern Colonies and of the United States compared.*

	1806.		1831.		Increase.		Decrease.
	Trade of the Canadas.	Trade of the United States.	Canadas.	United States.	Canadian.	American.	American.
	£. stg. No distinct account. do. do. none.	£. 7,284,375 701,100 1,093,725 609,075	£. 556,584 834,182 1,307,640 none.	£. 10,633,823 425,132 959,283 1,861,578	£. no account. do. do.	£. 3,349,448  1,252,503 2,829,929	£.  275,968 134,442
Produce of Agriculture ex- ported. Value {	No distinct account.	7,284,375	556,584	10,633,823	no account.	3,349,448	£.
Fisheries.....	do.	701,100	834,182	425,132	do.		
Forests.....	do.	1,093,725	1,307,640	959,283	do.		275,968
Manufactures.....	none.	609,075	none.	1,861,578	do.	1,252,503	134,442
Exports of native origin..... {	No distinct account.	10,957,409	2,881,617	13,787,338	do.	2,829,929	
Whole exports of all kinds.....	1,457,588*	22,845,816	3,304,702	18,294,881	1,847,114		4,550,935
Whole tonnage employed thereby.	124,247*	1,135,504	836,668	1,244,498	712,421	108,994	
British tonnage, do.....	124,247*	69,350	821,376	149,079	697,129	79,729	
Whole imports.....	no account.	no account.	4,329,636	23,218,003			
Imports from the United Kingdom.	950,662	8,613,122	2,619,563	8,236,677	1,668,901		376,445

\* These two sums are taken from the work on Canada by David Anderson, who appears to have made these estimates by assuming the commerce of all the lower ports to have then been equal to that of Quebec, of which he had official accounts. The rest of the Table is compiled from the returns of British or American customs.

In this table one of the most material circumstances has been as yet omitted, the difference and proportion of the population, which would in every instance augment the advantage of the colonies by tenfold; for though the increase of population also has been greater in Canada than in the United States, the latter are still ten to one in point of numbers, and scarcely less in point of capital. Yet during a period of five-and-twenty years, not only have the whole exports and the tonnage employed in the commerce of these colonies increased far more than those of the Americans, but at the present moment the former export more in quantity and value from their forests, and nearly twice as much from their fisheries. The value of cotton, for which the climate of Canada is unfit, turns the exports of agricultural produce much in favour of the United States. But in the ~~the~~ intercourse with the United Kingdom the colonial trade has nearly trebled in amount by an addition of 1,668,901*l.* while the exports of British produce and manufactures to the United States is even less than it was in 1806, and exceeds by only some 350,000*l.* the average of three years, 1805, 6, and 7. There is, however, one description of exports in which both the previous stock in 1806, and the increase made since, are entirely with the United States, manufactures. The colonists have none. The Americans have added to theirs threefold. The industry and trade, in which they have made the greatest advancement, happens to be precisely where they compete most with the United Kingdom. And this is the people whose intercourse we are conjured to cultivate at the sacrifice of the colonies, and whose progress is

hailed as the best resource and encouragement to our own productions and trade. Honour to the Americans for their enterprise, industry, thrift, and invention; theirs is a good work and a great, to reclaim a continent from waste, and bring into cultivation the fertile regions of the earth: but never be it forgotten, that the fairest portion of that hemisphere is British still; and that we may derive from it far more advantages than from the American territories; and be it known, moreover, that more advantages from it are even now already derived.

For, since with reference to the present subject, the condition of the West Indian Colonies is similar to that of the Canadian, and the best interests of both are equally endangered by the Anti-Colonial theory, let the latest accounts of their whole trade and navigation be stated and added to the above, and the aggregate will show the whole value of all these plantations in that quarter to the maritime wealth and empire of Great Britain.

*Account of the Imports, Exports, and Shipping to and from the British Northern and Southern Colonies, from and to all Countries, in 1831.*

	Imports.	Exports.	Inwards.			Outwards.		
			Shps.	Tons.	Men.	Ships.	Tons.	Men.
	Sterling.							
Northern Colonies . . . . .	£4,329,036	3,304,702	6,239	814,380	39,554	6,366	836,668	40,470
Southern Colonies . . . . .	£4,530,008	8,394,484	4,458	531,758	39,304	5,448	562,751	39,879
	£8,859,044	11,699,186	10,697	1,346,138	78,858	11,814	1,399,419	80,349



Let a comparison be instituted here between the trade of these possessions to the United Kingdom and the trade of some foreign countries, whose productions and industry so much has of late been done to encourage, and so much more is perhaps in preparation.

*Trade between the United Kingdom and the Northern and Southern Colonies compared with Foreign Trade.*

Official Value, 1831.	Northern and Southern Colonies.	United States.	Russia.	<sup>Pr</sup> <del>R</del> ussia, Denmark, Sweden & Norway.	France.
Imports into the United Kingdom .....	£ 9,864,939	8,055,972	4,203,504	2,198,325	2,317,686
Exports from .....	6,660,239	8,236,677	3,032,030	1,245,452	659,086
Whole Tonnage Inwards..	722,911	315,565	349,188	466,698	152,841
British Tonnage Inwards..	722,389	90,472	316,361	132,945	90,311

Here then are colonies containing about two millions of inhabitants, who export, of the production of their lands and waters, nearly as much as the twelve million Americans do from theirs. And the intercourse between these colonies and the United Kingdom, on the aggregate of exports and imports, is, in amount and value to this country, more than equal, and if the whole British empire be one community, is to that community more than double, the amount and value of all commerce with the United States, and by the same rule is nothing less in value, than the whole British trade to that country, and to Russia, to Prussia, Denmark, Sweden, Norway, and France, combined. Add to this a comparison of British navigation employed in these

respective trades, compute the wealth acquired by these freights, and the maritime power by the seamen who earn them, and then may the depth of the riches of the wisdom of the Colonial System be understood.

It may perhaps be asked here, how is it that the Americans, seeing their foreign commerce has so little increased, are still making such great and rapid advances in wealth and improvement? The answer to this inquiry bears directly upon the present subject. It is the home trade that has of late years built up the American commonwealth, as it is the coasting trade which is become the great support of their maritime power. This, however, is not the whole nor the main part of the solution. But, if names and terms be a little neglected, or defined according to what is alone essential in the present inquiry, it will be discovered, that the Americans, within the last half century, have founded no less than eleven great colonies, called by them states or territories, and now containing several millions of inhabitants. The very situation of those plantations has in fact imposed upon them the most rigid mode of the old colonial system. For most of them, as the Ohio, Tennessee, Kentucky, Indiana, Illinois, Missouri, Mississippi, the North-west Territory, the Michigan, and the Arkansas, have little or no communication with any foreign country, except through, what may be termed in this respect, the Parent States on the Atlantic. And this, the natural and necessary application of colonial policy, has been strongly re-enforced by the positive laws of that confederacy, which has mutually agreed to give to each other's labour a further preference, by du-

ties of heavy amount upon foreign productions. Their positive tariff has perhaps been unnecessary, and may be repealed, but the natural protection of situation and circumstances will for ever perpetuate among them this mode of the colonial system. In that country also has this policy already been crowned, and will probably be ever attended with complete success. But the great advantage of the Americans, resulting from the more decided preference given to their home trade and industry by the very position of their plantations, is one which need not be envied by Great Britain. For to her its absence has been more than compensated by another circumstance in the position of her colonies, which has been of vast importance to her, and entirely wanting to the Americans. Their new states and territories have directly, at least, added nothing to their maritime power, but the British colonies have added far more to the naval means and resources of the empire, than even to its population and wealth. All the advantages either of nature or society, are never lavished upon any one condition. If new plantations are near and adjacent to the parent country, little or no duties are required to secure the mutual preference and exchange of labour, and little or no benefit is derived to shipping and maritime power. If plantations are distant, and an ocean intervene, the duties for mutual protection must be more, but their trade will secure to the mother country the supremacy of the seas.

There still remain two tables more to be exhibited, and a third, of still greater importance, to be desired. An account of the whole colonial intercourse of the

British empire, the trade of every island, country, and province, not only with the parent kingdom, but with each other, and the ships and seamen employed in all those divisions and varieties of commerce, would probably present something immense and almost incredible, in wealth and industry and power. But this apparently, like the accounts of internal production and home trade, is one of the secrets of the empire, reserved for those only who guide its course and administer its means: for, that any mortal could undertake the responsibility of subverting or tampering with so ancient and successful a system, without having thoroughly studied and digested and mastered these details of its causes, and dependence, and consequences, from the first origin, through all changes and gradations, would be a folly to suppose, or a libel to assert.

Accounts, however, have recently been published by parliament of the whole colonial intercourse with this country; highly important documents, and too interesting to the present subject to be here omitted. They set forth and collect the whole trade of each British possession with the United Kingdom, and the shipping thereby employed, and compare the whole with British commerce and navigation to all foreign countries in all parts of the world. The first table relates to exports and imports. There should have been added to this the tariffs imposed by each country upon the staples of British industry, that it might be seen how much of the value on each article we are obliged to pay into the treasuries of foreign powers, before we are permitted to deal with their subjects. In the second table,

relating to shipping, it will be obvious that the greater distance of the colonies makes the real amount of tonnage employed by their trade far greater, than the apparent, as compared with foreign intercourse.



*Trade of the United Kingdom with the British Colonies and Possessions; Year ended 5th January, 1830.*

NAMES OF THE BRITISH COLONIES, &c.	Official Value of IMPORTS into the United Kingdom.			Official Value of EXPORTS from the United Kingdom.			Declared Value of British and Irish Produce and Manufactures exported from the United Kingdom.
	£.	s.	d.	£.	s.	d.	
<b>Europe:</b>							
Heligoland .....		7	8				£. s. d.
Gibraltar .....	34,535	11	9		214	4	55 0 0
Malta .....	20,784	12	2		1,117,615	19	504,163 10 10
United States of the Ionian Islands.....	109,448	12	6		505,359	1	224,009 16 1
Isles of Guernsey, Jersey, Alderney and Man.....	276,145	12	2		39,244	18	30,464 16 11
<b>Africa:</b>							319,994 13 10
Sierra Leone and Settlements on the Western Coast....	258,572	6	5				
Cape of Good Hope .....	238,133	16	5		511,780	7	244,253 0 6
St. Helena .....	5,813	12	7		383,427	14	257,500 10 5
Mauritius .....	451,998	15	3		31,652	2	45,531 7 4
<b>Asia:</b>					280,530	13	205,558 13 8
East India Company's Territories, Ceylon, &c. (including China, the trade with which country cannot be separately distinguished) .....	7,744,530	10	8				3,660,217 14 5
New South Wales .....	92,528	12	1		6,018,987	15	
Van Diemen's Land .....	33,191	16	2		250,620	14	219,094 15 1
Swan River.....	....				58,913	6	55,980 14 5
<b>America:</b>					37,210	3	35,606 4 3
BRITISH NORTHERN COLONIES, viz.							
Settlements of the Hudson's Bay Company.....	60,522	3	10		67,851	11	64,662 2 9



<i>America—continued.</i>									
Newfoundland and the Coast }									
of Labrador .....	243,623	4	0	306,604	13	7	67,213	1	9
Canada .....	569,451	12	4	980,476	9	2	136,945	13	2
New Brunswick .....	213,842	16	7	252,224	17	11	22,698	11	0
Nova Scotia, Cape Breton, }	61,701	6	10	275,526	2	6	22,440	16	5
and Prince Edward's Island }									
<i>British West Indies, viz.</i>									
Antigua .....	285,500	14	6	129,793	15	6	16,864	11	2
Barbadoes .....	489,214	6	0	345,612	7	3	24,216	9	8
Dominica .....	141,911	19	11	24,761	4	4	2,717	17	11
Grenada .....	359,813	14	2	84,918	5	4	8,097	13	6
Jamaica .....	3,741,179	13	3	2,620,801	7	8	140,682	9	0
Montserrat .....	40,958	3	6	7,789	10	4	513	5	10
Nevis .....	78,273	6	1	23,771	1	1	1,452	5	6
St. Christopher .....	192,280	17	9	92,769	10	7	4,465	2	7
St. Lucia .....	157,533	8	5	48,314	3	4	3,191	2	4
St. Vincent's .....	414,543	3	8	96,483	0	9	3,408	9	11
Tobago .....	153,385	8	3	46,062	7	7	5,306	7	5
Tortola .....	33,243	15	0	5,600	10	9	66	10	3
Trinidad .....	694,001	10	4	318,538	12	10	42,539	10	5
Bahamas .....	17,915	1	0	49,234	13	0	2,290	8	4
Bermudas .....	4,901	18	1	19,366	7	1	5,451	0	7
Demerara .....	1,762,409	19	5	448,112	12	11	54,124	3	10
Berbice .....	325,051	10	5	46,485	5	10	5,102	17	1
Honduras .....	190,795	4	8	753,710	3	10	58,568	15	10
BRITISH WHALE FISHERIES ..	361,086	8	11	6	0	0	2,173	7	7
Total .....	19,863,840	12	9	15,534,882	2	11	1,765,078	17	1
								17,299,961	0 0
								10,996,245	16 10
								339,699	19 8
								709,140	15 7
								224,393	3 10
								243,827	14 2
								146,658	6 8
								369,828	16 11
								27,479	2 3
								93,015	18 10
								2,761,483	16 8
								8,302	16 2
								25,223	6 7
								97,234	13 2
								51,505	5 8
								99,891	10 8
								51,368	15 0
								5,667	1 0
								361,078	3 3
								51,525	1 4
								24,817	7 8
								502,236	16 9
								51,588	2 11
								792,278	19 8
								2,179	7 7
								123,101	7 1
								293,417	10 6
								24,583	7 3
								88,247	10 7
								1,684,726	15 7
								7,531	6 10
								21,456	18 7
								71,717	13 11
								37,681	17 10
								94,665	19 2
								49,326	4 3
								4,922	2 0
								252,851	18 4
								39,571	1 3
								22,490	16 9
								487,585	6 1
								51,213	10 7
								256,993	11 1
								6	0 0

*Trade of the United Kingdom with Foreign Countries; Year ended 5th January, 1830.*

NAMES OF THE FOREIGN COUNTRIES.	Official Value of IMPORTS into the United Kingdom.		Official Value of Exports from the United Kingdom.				Declared Value of British and Irish Produce and Manufactures exported from the United Kingdom.	
	£.	s. d.	£.	s. d.	Foreign and Colonial Merchandise.	TOTAL EXPORTS.	£.	s. d.
<b>Europe:</b>								
Russia .....	4,406,575	3 2	2,157,481	15 7	999,741 15 7	3,157,223 11 2	1,435,804	17 9
Sweden .....	196,157	2 9	54,726 18 3		103,490 0 5	158,216 18 3	38,252	2 3
Norway .....	77,224	12 7	96,472 17 9		50,063 13 2	146,536 10 11	64,233	16 2
Denmark .....	494,929	8 5	158,356 7 7		69,288 7 4	227,644 14 11	95,246	19 5
Prussia .....	1,361,628	15 9	252,576 3 8		533,596 17 9	786,173 1 5	189,011	5 2
Germany .....	1,613,656	4 7	3,386,290 9 6		1,829,436 4 3	10,215,726 13 9	4,473,500	14 8
The Netherlands .....	1,555,743	15 9	2,854,648 1 2		3,019,309 5 1	5,873,957 6 3	2,050,014	1 2
France .....	2,086,993	10 10	509,921 1 3		337,896 11 6	847,817 12 9	491,388	3 11
Portugal Proper .....	397,500	2 7	2,283,749 15 7		46,679 15 2	2,330,429 10 9	1,195,403	5 7
Portugal Azores .....	13,595	15 7	50,146 11 2		6,599 3 9	56,745 14 11	31,244	10 6
Portugal Madeira .....	17,823	1 1	60,610 10 3		7,869 16 5	68,480 7 1	40,283	2 9
Spain and the Balearic Islands .....	1,119,723	9 6	1,478,989 0 0		216,481 9 10	1,695,470 9 10	861,674	13 3
Spain and the Canaries .....	61,396	5 7	80,212 17 3		45,198 3 1	123,411 0 9	50,009	19 6
Italy and the Italian Islands .....	908,773	18 3	4,007,185 14 11		899,691 16 1	4,906,877 11 0	2,202,029	14 0
Turkey and Continental Greece .....	452,591	18 4	1,394,588 1 0		83,114 15 8	1,477,702 16 8	568,683	15 10
Morea and Greek Islands .....	9,657	2 2	—		—	—	—	—
<b>Africa:</b>								
Egypt .....	226,343	4 11	132,382 12 9		795 17 2	133,178 9 11	59,304	15 0
Tripoli, Barbary, and Morocco .....	50,719	0 4	....		453 0 0	453 0 0	—	—
Senegal .....	—		—		—	—	—	—
Cape Verde Islands .....	....		93 6 4		....	93 6 4	240	0 0
Isle of Bourbon .....	....		16,137 5 4		1,328 18 11	17,466 4 3	16,341	10 0

[illegible]

*Navigation employed in the Trade of the United Kingdom with the British Colonies and Possessions.*

NAMES OF THE BRITISH COLONIES, &c.	INWARDS.			OUTWARDS.		
	BRITISH.		FOREIGN.	BRITISH.		FOREIGN.
	Ships.	Tons.		Ships.	Tons.	
<b>Europe:</b>						
Heligoland .....	1	28	88	2	88	
Gibraltar .....	16	1,795	....	....	....	3 151
Malta .....	11	2,034	....	....	10,191	3 235
United States of the Ionian Islands .....	38	5,326	....	....	6,966	4 940
Isles of Guernsey, Jersey, Alderney, and Man .....	2,184	108,068	1,393	10	4,361	1 171
				1,922	97,211	4 198
<b>Africa:</b>						
Sierra Leone and Settlements on the Western Coast .....	103	27,912	....	....	31,909	— —
Cape of Good Hope .....	37	8,225	....	....	7,705	— —
St. Helena and Ascension .....	2	599	....	....	634	— —
Mauritius .....	41	12,824	....	....	6,591	— —
<b>Asia:</b>						
East India Company's Territories, Ceylon } and China .....	186	100,407	....	....	82,940	— —
New South Wales, Van Diemen's Land } and Swan River .....	30	8,970	..	81	28,719	— —

## America:

BRITISH NORTHERN COLONIES, viz.  
 Settlements of the Hudson's Bay Company  
 Newfoundland and the Coast of Labrador  
 Canada .....  
 New Brunswick .....  
 Nova Scotia, Cape Breton and Prince  
 Edward's Island .....

## BRITISH WEST INDIES, viz.

Antigua .....  
 Barbadoes .....  
 Dominica .....  
 Grenada .....  
 Jamaica .....  
 Montserrat .....  
 Nevis .....  
 St. Christopher's .....  
 St. Lucia .....  
 St. Vincent's ..  
 Tobago ..  
 Tortola .....  
 Trinidad .....  
 Bahamas .....  
 Bermudas .....  
 Demerara .....  
 Berbice .....  
 Honduras .....  
 BRITISH WHALE FISHERIES.....  
 Pearl Fishery .....

3	566	....	....	5	1,274	—
148	17,822	....	....	306	31,246	—
778	227,902	....	....	760	221,694	—
561	155,160	1	89	460	133,469	—
121	30,146	....	....	126	31,738	—
46	9,781	....	....	43	9,367	—
65	17,190	....	....	82	20,887	—
12	3,011	....	....	12	2,921	—
41	12,349	....	....	37	11,031	—
286	85,710	....	....	276	82,558	—
5	1,253	....	....	4	944	—
8	1,892	....	....	8	1,996	—
24	6,224	....	....	26	6,804	—
22	5,290	....	....	19	4,209	—
53	14,379	....	....	42	12,084	—
26	6,594	....	....	29	6,913	—
5	1,317	....	....	3	606	—
94	22,224	....	....	82	20,474	—
7	1,360	....	....	7	1,338	—
3	620	....	....	9	2,256	—
190	55,250	....	....	183	53,687	—
29	7,710	....	....	23	6,070	—
42	11,184	....	....	33	8,847	—
113	35,982	....	....	119	39,540	—
1	259	....	....	—	—	—
5,332	1,007,668	13	1,570	5,182	989,008	14
TOTAL.....						1,695



*Navigation employed in the Trade of the United Kingdom with Foreign Countries.*

NAMES OF THE FOREIGN COUNTRIES.	INWARDS.			OUTWARDS.		
	BRITISH.		FOREIGN.	BRITISH.		FOREIGN.
	Ships.	Tons.		Ships.	Tons.	
Europe:						
Russia.....	1,829	348,665	85	1,451	230,806	97
Sweden .....	109	16,336	143	77	10,787	86
Norway .....	110	9,985	553	89	7,750	577
Denmark .....	201	24,576	622	431	66,343	793
Prussia.....	744	125,918	628	426	74,639	406
Germany .....	689	101,194	513	718	106,063	541
The Netherlands.....	1,174	117,661	964	832	79,271	371
France.....	1,328	106,548	1,082	1,369	112,634	787
Portugal Proper .....	390	42,229	64	359	40,429	102
— Azores .....	161	12,873	2	127	9,056	87
— Madeira .....	11	2,031	1	14	2,279	—
Spain and the Balearic Islands.....	535	61,500	63	402	47,237	86
— Canaries .....	25	2,878	....	49	6,053	—
Italy and the Italian Islands.....	385	56,035	22	314	45,734	16
Turkey and Continental Greece .....	73	10,453	....	74	10,674	—
Morea and Greek Islands .....	1	218	—	—	—	—



<b>Africa:</b>									
Egypt .....	27	7,569	....	....	11	3,117	—	—	—
Tripoli, Barbary and Morocco .....	8	818	—	—	—	—	—	—	—
Senegal .....	....	..	Nil.	....	....	..	Nil.	2	437
Cape Verde Islands .....	....	....	..	....	3	546	2	3	785
Isle of Bourbon .....	....	....	....	....	....	....	....	....	....
<b>Asia:</b>									
Sumatra, Java, and other Islands of the } Indian Seas.....	2	499	....	....	4	1,492	6	2,141	
Philippine Islands .....	4	1,033	....	....	2	401	1	334	
New Zealand and South Sea Islands .....	1	450	....	....	2	327	—	—	
<b>America:</b>									
Hayti .....	24	4,469	....	....	48	7,867	1	173	
Cuba and other Foreign West Indies .....	33	6,061	8	2,190	58	12,536	19	5,248	
United States of America .....	192	61,343	450	162,327	238	76,191	482	170,703	
Mexico .....	18	3,386	....	....	21	3,369	—	—	
Guatemala .....	....	....	1	300	—	—	—	—	
Columbia.....	19	3,486	1	150	19	3,363	—	—	
Brazil .....	155	34,119	....	....	193	42,509	6	1,542	
States of the Rio de la Plata.....	55	10,087	3	480	48	9,048	3	459	
Chili .....	13	2,084	....	....	22	4,713	—	—	
Peru .....	11	2,163	....	....	8	1,237	1	228	
Foreign Parts (not otherwise described) .....	....	....	....	....	45	7,600	193	40,771	
Total.....	8,327	1,176,867	5,205	708,733	7,454	1,074,171	5,080	728,555	

## THE COLONIAL SYSTEM.

Such is the colonial system; such its results; such the difference between regulating the trade of far countries by acts of parliament, and submitting to the regulations prescribed by the interest or hostility of foreign powers. This it is, to found plantations and protect their commerce; to extend the scene, and multiply the objects of industry beyond what one country or one climate can afford; to make supplies of all the earth has produced or man contrived, constant and secure, beyond the reach of aliens or foes; and to accumulate the conveniences of life within one community, and exchange and diffuse them to all its members, beyond the ability of any people to acquire, in any country, at any age. For how is it, that an island, no way eminently favoured in soil or climate, nor placed in the immediate and natural channel of intercourse, but situated above the fiftieth degree of northern latitude, surrounded by powerful nations differing in religion, language, manners, and laws, and occupying positions full of danger, with repeated threats, and occasional attempts to use them for subjugation; how is it that such a country has not only defied and discomfited all assailants, but has been made the metropolis of many people, the great mart and emporium to which the productions of every land and climate are sent and exchanged, and from which they can never be excluded, but through which only they may be, they have upon a time once been, permitted to reach the shores of neighbouring powers? How is it that Great Britain has made herself the

head and ruler of a vast confederacy of kingdoms, and islands, and provinces, spread through every quarter of the earth, and has made her empire, like the sea on which it rests, to touch every country, and embrace and contain the whole earth? How is it, since such things have not been eternal, nor do they spring out of the ground, how have they been accomplished? how has this enormous dominion been composed? It derived its first origin from the labours of the Long Parliament, and was the only one of its works which survived its existence, and in a measure compensated its crimes; and, to use the language of that period, it likened the kingdom of England to a grain of mustard-seed, then sown, as it were, and the smallest of all germs; but while men slept, it grew night and day, and has become so large as to shadow the earth, and give shelter to its tribes. During two centuries that policy has been in operation, and within that period has created a larger and richer empire, than Rome acquired in seven; and as the present age would judge the opinion of any Roman senator, had Rome produced, or history preserved the conceit, that the greatness of his country was not in consequence of its military policy, but in spite of it; so probably will posterity esteem the British statesman, who affirms, that the wealth and power and greatness of this empire are in spite, and not in consequence, of the colonial system.

Never, in any instance, has the experiment of either that or any other policy been crowned with such large, rapid, and complete success. Who is he, the minister, who dares challenge for himself the responsibility of

either dissolving that empire, or destroying the charter of its intercourse and prosperity, mutual preference and protection in industry and trade? It is not so difficult to be understood by any who will consult maps and official returns, and can combine the sciences of geography and statistics, that upon the possession of the Canadian and the West Indian provinces, the balance of naval power in the world depends. The very palladium of our maritime ascendancy may be said to be kept for Great Britain, where it was lost to France, in the citadel of Quebec. Surrender, or suffer it to be purloined, take from this country the navigation employed by the exports of the Canadas and the West Indies, or even of either of them, and transfer it to the United States, and with it you have, in the latter case endangered, and in the former transferred, the supremacy of the seas.

The Colonial System is so eminently prescribed by nature and society, that the history of the commerce, industry, and propagation of the human race, has in all ages and countries exhibited but some modification of that economy, which it was reserved for the glory of England so to develope and improve, as in a comparatively short time to have become the mother of many people, and the arbiter of all, and to have filled the vacant regions of the earth with cultivation and happiness, and received back into her own bosom the abundant harvest of their labours and increase. And this system is one, which, though indeed she may renounce, she never can destroy. It is immortal, and irresistible. She has for some time placed herself at its head, and administered its measures, and reaped

its *exceeding great rewards*. Let her beware how she seeks to overthrow it, lest haply she be found wrestling with a mightier force, and be worsted in the contest. A system so rooted in the profound and common principles of nature and society, is too strong to be overcome by the sophistry of dogmatists, though enacted in the statutes of parliament. The inhabitants of the United Kingdom refuse to confine themselves to the area prescribed by the shores of these islands. Who will build up that wall which shall prevent their seeking the waste and fertile tracts of the New World, and covering them with industry and population? The first act and principle of the Colonial System is emigration. You have only to choose whether the colonies thus founded, or peopled, shall be parcel of your own dominions, or augment the power and wealth of your rivals.

In this choice there can be little doubt, or chance of mistake; the danger is, lest having chosen in favour of yourselves, and your own empire, you really legislate in favour of alien and rival powers. The second act and principle of the colonial system is commercial protection. It is not enough to tell your emigrants that they carry with them the same rights of liberty and property as enjoyed at home; but their trade and industry, also, must be treated and preferred, as if they were only separated from you by the Pentland Frith, or the Irish Sea. Indeed, in the present state of navigation, and of commercial and social relations, the distance of Canada is now not greater than Scotland's was formerly, nor is the connexion less important. Otherwise, finding it impossible to trade and exchange labour with you, the colonies must either be



driven to form first commercial and, finally, political confederacies with other powers, or to exclude your industry as you exclude theirs, and endeavour to produce themselves those things which they at present procure from you. Let ministers then elevate and enlarge their views to the great circumstances in which they are placed. Let them endeavour to comprehend the whole dominions of Great Britain as one society, and the colonies for its integral parts, as much as if they adjoined Valentia or the Land's-End, and then enact laws of trade. Let but the imperial government be like the dominions, and equal to the means they have undertaken to administer; let them have the fortitude, the prudence, and the justice, to say, to the economists, dispute ye, and to the fanatics, exhort ye; but for neither the cant of philosophy, nor the cant of religion, will we betray the grand colonial confederacy of islands and provinces beyond seas, which, with these kingdoms, compose such an empire as the world never saw, such as, by your principles, could never have been founded, and such as your counsels would soon dissolve and destroy.

The Colonial System cannot yet perish. If it be not for us it will be turned against us. Its advantages are too great and obvious to be lost, and if renounced by this country, can not fail to be seized and secured by some other. Already have the United States adopted the same policy under a different name, and with the same success: nor is there any nation in Europe which does not prefer the example of such experiments, to the unsuccessful or unattested precepts of the Anti-Colonial party. It has been written by one high in the confidence



of that party, that, "The great value of colonies has been considered as not admitting of dispute, and no pains have been taken to trace by facts in what way they are valuable. Had such an examination been properly gone into, it would have been shown that the possession of colonies affords no advantages which could not be obtained by commercial intercourse with independant states."\* So quietly do persons omit the difference between home trade and foreign, subjects and aliens, friends and enemies. *What advantages could be obtained* also is a safe qualification to prolong disputes, but if what advantages have been and are obtained be any thing, that point admits of immediate test and proof, by the tables already adduced. It can not, in order to solve this controversy, be necessary to dis sever our colonies; it may be sufficiently conjectured what our trade and navigation would then become with them, by considering what they now are with other foreign dominions, and computing the proportions of territory and population, and the chances of hostility, and the effects of rivalry.

Strip Great Britain of her colonies, her foreign trade barely exceeds that of the United States.† Strip Great Britain of her colonies, and her whole tonnage

\* Financial Reform.

† The imports into the United States, according to the latest accounts, 1831, were 103,191,124 dollars, or £23,218,003 of real value, being less by only £921,180 than the whole official value of imports into Great Britain from all foreign countries: and in the same year the whole American tonnage departing outwards from the United States to all foreign countries, was 972,504 tons, being less by only 101,667 tons than the whole British tonnage outwards from the United Kingdom to all foreign countries.

in foreign trade barely exceeds the American tonnage in the foreign trade of the United States. Strip Great Britain of her colonies, and her whole foreign trade is less than the foreign trade of France by one-fourth. Strip Great Britain of her colonies, and even her tonnage in foreign trade but a little exceeds the whole (French and foreign) departed outwards from France. But how stands the comparison with regard to exports? France competes with Great Britain in all other markets, but has scarcely any trade to British colonies. Take these from Great Britain, and her whole exports of British origin to foreign countries are exceeded by the exports of France.\*

Not only, therefore, does the maritime supremacy of the United Kingdom depend upon the Colonial System, but her commercial wealth and greatness neither had any other origin of old, nor has now any better support. It

\*.The imports from foreign countries and the French colonies into France in 1829, were 764,828,678 francs, about £30,593,147, exceeding by £6,453,964 the official value of imports from all foreign ~~tonnage~~ <sup>countries</sup> into Great Britain in 1830. The exports from France in the same year were 652,455,610 francs, or £26,098,224 real value.—*The Times*. The tonnage outwards from France in 1827 is thus stated in the Commercial Dictionary.

	Ships.	Tons.	Men.
To foreign countries	8,347	655,343	61,768
French colonies	496	120,989	7,110
French fisheries	6,234	124,665	45,095
	<hr/> 15,077	<hr/> 910,997	<hr/> 113,973

In the sum of shipping to foreign countries foreign tonnage is included, and may be estimated at one-half. The number engaged in the fisheries is singularly at variance with the official statement of the French government mentioned in page 64. Of the above exports about one-third in value is composed of three articles coming into direct competition with the staples of British manufacture, viz., silks, cottons, and woollens.

is by the Colonies that she is great, by the Colonies rich ; and without them she ceases to be either the first maritime or the first commercial nation, and becomes, what France has long threatened to make her, and what is the inevitable consequence of that *natural state of things* so much desired by some, a power of the second order in Europe. And what is that? To be Spain without the Indies ; like her, to raze out the *plus ultra* from her escutcheon, or bear it as a testimony of feebleness and loss ; to be treated like Denmark or Switzerland in war, or buffeted like Holland in peace.

It is painful, but perhaps it is time to contemplate events, which, as seems to some, are so near their accomplishment, that the present generation will not have passed away before these things shall be all fulfilled. Such causes they tell us are in progress. The seeds of disunion, the elements of dissolution, have long been sown to the wind ; and the reaping will be attended with such a tempest, as shall scatter through the world the fragments of the mighty, the rich and powerful Empire of Great Britain, dissolve the United Kingdom into three republics, England to an heptarchy, and each heptarchy to an anarchy, till five persons shall be divided in one house, three against two, and two against three. God forbid such omens ! God avert their prognostics ! But whenever that empire, like all human combinations, shall have reached its dissolution and term, there are two things which will remain to fill the minds of after-ages with marvel and praise : two public documents will alone suffice to convey an adequate, and truly a sublime, idea of the riches and the power of that confederacy, viz. the catalogue of its dominions and of their trade and navigation with the

metropolitan kingdom; and the orders of its sovereign in council, which, in 1807, shut up the sea. The one will show how that power was acquired which swept the fleets of all nations from the face of the waters; the other, how that victory was used. For as nothing has transmitted a more exalted opinion of the naval power of ancient Greece, than the treaty which prohibited the great king from passing certain Capes or coming within sight of the sea, so hereafter can nothing give posterity so grand a conception of the power and policy of Great Britain, as that mandate, which forbade the world to trade with her enemies except through her own ports, and that muster-roll of auxiliary colonies, whose industry and commerce enabled her to enforce the decree. In our case too, as in that of Athens, the same inquiry can not fail to be made by future times, and perhaps the same answer given.

*"Ast, cedo, quomodo rempublicam tantam perdidistis tam cito?"*

*"Proveniebant Oratores, novi, stulti, adolescentuli."*

It cannot be, that a reformed parliament will be led into such measures, and by such men, as to occasion that interrogatory, or justify that answer. It cannot be, that inability to administer a great and powerful empire is to be concealed, by making it as small as the capacities, or as distracted as the counsels, of any administration. The best result to commercial questions expected from Reform was, that the introduction of men of business from the maritime and manufacturing towns, would make scholastic theories of economy, as yet no less misconceived than misapplied, give place at last to inquiry, and to facts, and experience, and truth; that no longer the

interests of consumers, but the interests of producers, would be the object and criterion of our policy; that the relative terms of cheap and dear would be referred, not to prices paid by purchasers only, but to the cost sustained by the whole community; that all the bankruptcy, the beggary and misery concealed under what is termed *the transfer of capital*, and hitherto estimated at nothing, would be exposed, and valued, and brought into account; that it would no longer be thought the same thing whether we exchanged goods for articles produced in foreign communities, or for the same articles produced in our own; and that economy and industry would be recalled to their first principle, never to hire others to do for us what we must be idle if we do not for ourselves; and, finally, that this subject would be for ever separated from politics or party, and considered and treated as paramount to all factions, and all other questions.

Such representatives have now succeeded to power, and in numbers sufficient, it is hoped, to secure such results, and to inculcate some impression of their own character upon the conduct of public affairs. May they prove able to preserve and administer the great, and rich, and fortunate empire they are called to govern, with justice, and with talent, and with energy, and with all success!

THE END.

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